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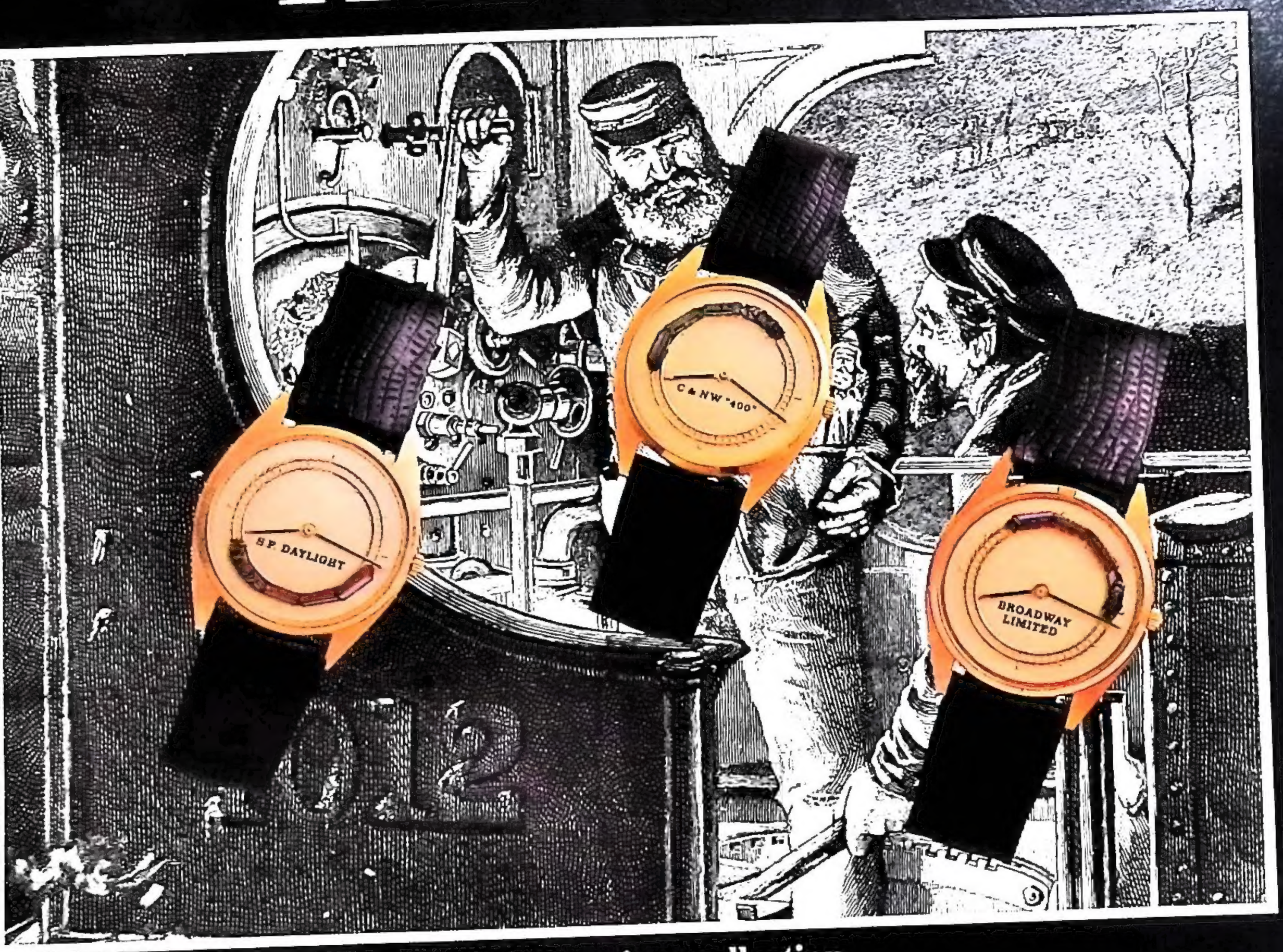

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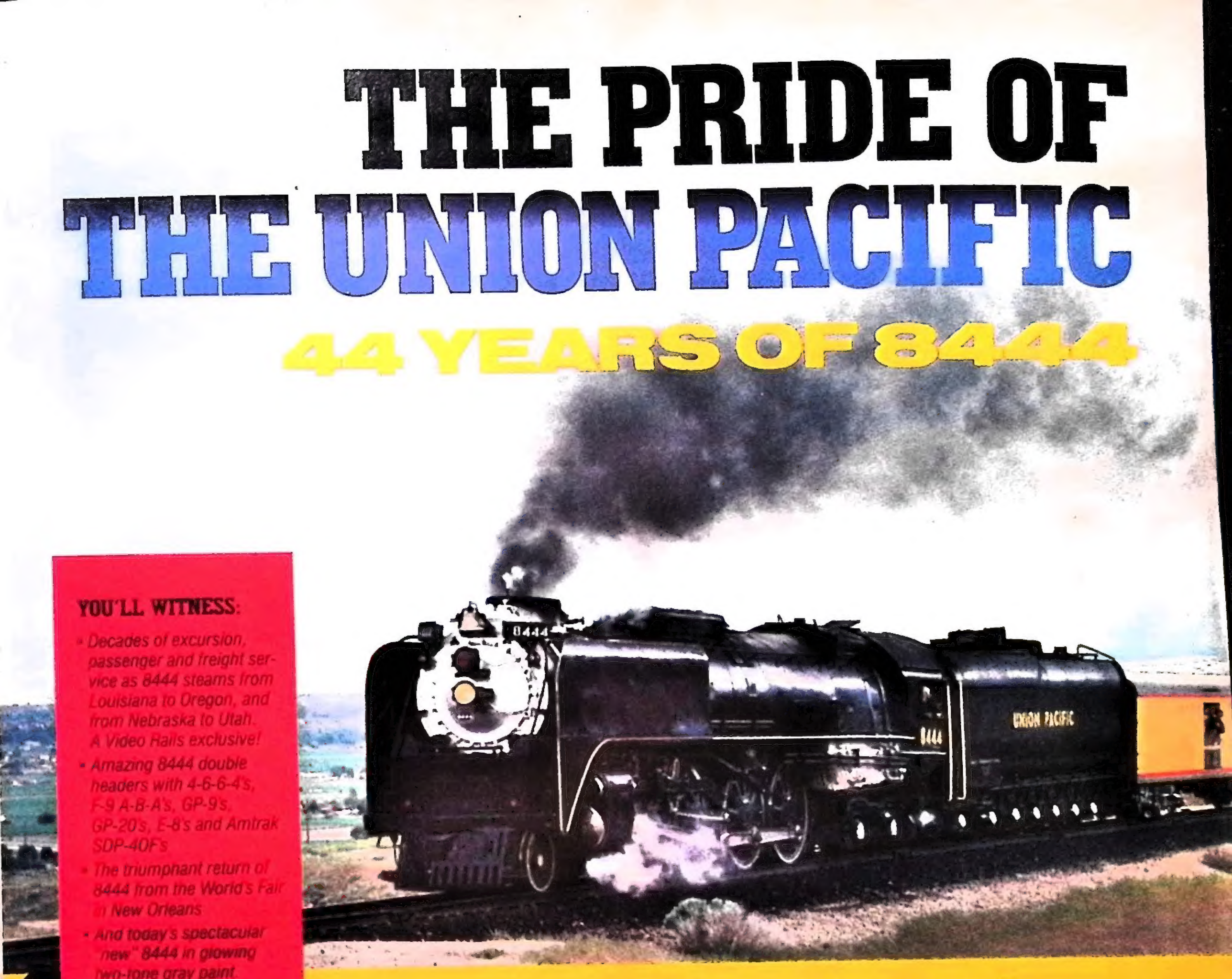

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AGFACHROME SCOTT WILK

THE NEW CSX experimental scheme seen on SD40 8420 (above) at Augusta, Ga., on September 16 features colors that are a welcome addition to "stealth gray." See page 56.

Railnews

SD60MACs from EMD/Seimens will house a.c. traction motors in newly-designed radial trucks, which are cleverly concealed in the publicity artwork (below). See page 56.

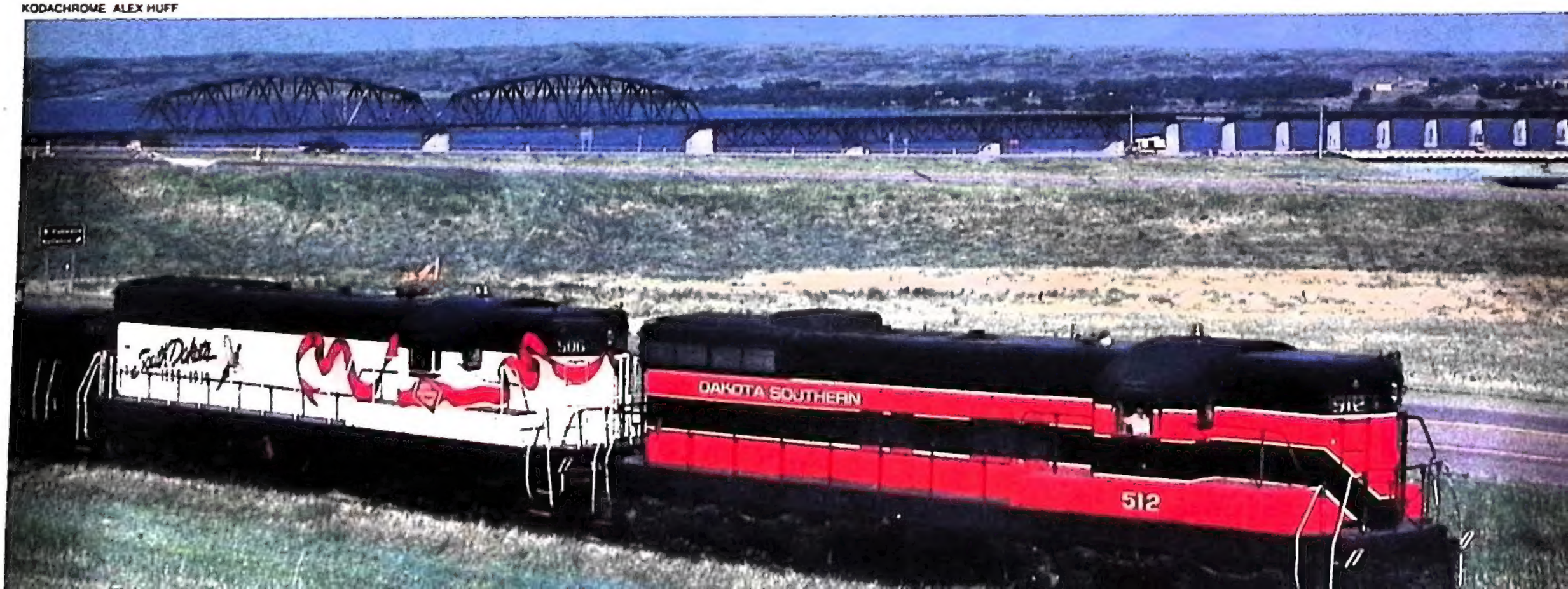
ARTWORK EMD

KODACHROME GRAY TUTTLE

WACCAMAW COAST LINE CF7 2480 and GP18 943 sport the 14.6-mile line's ACL-inspired purple livery (above) at Conway, S.C., in August 1989. The WCLR, which offers excursion and dinner train service, also rosters an ex-Southern NW2 and ex-Milwaukee F7. See page 56.

DAKOTA SOUTHERN SD9 506 has been repainted in celebration of the South Dakota Centennial. On August 4, 1989, the flashy unit was eastbound with SD7 512 and GE 70-tonner 76 at Chamberlain, S.D. (below), where engineer Greg Bunce throttled up after crossing the 4890-foot ex-Milwaukee Road bridge over the Missouri River. See page 56.

KODACHROME ALEX HUFF



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From the Publisher's desk: Durango Revisited

The Rio Grande's last segment of its once-great narrow gauge circle was still running in 1980 with yellow cars and diamond-stacked Mikados, Hollywoodisms left over from the days when the film moguls ran two narrow gauge steamers into each other head-on and then blew them up with dynamite for the film "Denver & Rio Grande" still seen on late night TV. It wasn't much of a secret then that the Rio Grande wanted to unload the line and would have been thankful for an Eastern-style hurricane to speed up the process. They got their wish when Florida businessman Charles Bradshaw bought the slim gauge pike in 1981 and began a reconstruction program. Railfans noted the removal of the real railroad's fake diamond stacks and the return to straight tourist railroad stacks. Come again? The recent Narrow Gauge Convention of modelers in Durango gave me a chance to see the changes first hand. The Durango & Silverton is fantastic. The Durango station is a showplace with attractive landscaping, only a short walk from the Strater and other landmark hotels. We all had a big scare when the ancient roundhouse burned down in the winter of 1988, but it is being rebuilt with 18 stalls and will look authentic. The engine terminal and yards have been fenced in to the dismay of railfans, made necessary by the increasing numbers of tourists, railfans and vandals as well as insurance rates.

From a vantage point on the back platform of the *Cinco Animas B-2*, still painted in deep red, I was able to see the tons and tons of new stone ballast that has been laid along with thousands of new ties and heavier 90 pound rail. At the Hermosa water tank the D&SNG has established a supply depot where there were the four ex-East Broad Top triple hopper cars with ballast loads. Freight cars, many in need of rehabilitation, were spotted at sidings along the route putting the D&SNG back to 1940. A few still carried D&RGW markings. Having fresh coffee and Danish brought to you while enjoying the back platform is a delight. As Kalmbach's Fred Hamilton and I enjoyed a glass of champagne, he commented that he hoped railfans wouldn't mistake us for Lucius Beebe and Charles Clegg. Without T-Bone Towser on the platform with us, how could they?

At Rockwood, the new Animas River "doodlebus" awaited its trip up the canyon to Cascade Wye where picnic tables had been set up for the hour lunch break. The diesel railbus and trailer coach are reminiscent of similar units which still operate in Europe. Maybe the ARR will someday generate extra revenue with a giant Coor's sign splashed across its sides in the manner of the *Sylterverkehrgesellschaft* railbus in Germany with its Beck's Bier sign.

The D&SNG was running up to three trains daily during the convention, and the three charter parlor cars were running on many of them. We saw several doubleheaders, and there was always a crowd of railfans at the Route 550 overpass. One train ran into a rain storm with passengers then being treated to the sight of a double rainbow over the mountains resplendent in their autumn yellow aspen finery.

Many of the conventioneers also took in the Cumbres & Toltec at Chama, Bob Richardson's Narrow Gauge Museum at Golden and several shorter lines west of Denver. Future Narrow Gauge Conventions will be at St. Louis in 1990, Seattle in 1991 and Colorado Springs in 1992.

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Cover

Blair Kooistra of Ogden, Utah, took First Place in this year's Cover One Photo Contest with his exciting and unusual view taken from the cab roof of a Canadian Pacific SD40-2 in August 1983. Coupled at the middle of a 15,000-ton CP unit coal train, the six units of the Beaver Hill pusher which Blair is riding appear to be making 60 m.p.h. in the speed-blurred photo, but in fact are down on their knees at about 15 m.p.h. on the 2.6% climb up the Selkirks to Rogers Pass in British Columbia. The coal drag has already cleared the east switch at Griffith, where the caboose of an eastbound manifest in the siding is just beginning to roll. For more on Blair's creative camera work, as well as this year's other winners, see CAMERA BAG and MARKERS. Kodachrome 25 photo by Blair Kooistra.

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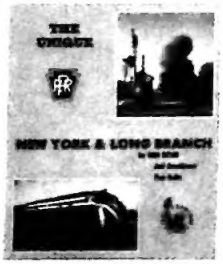

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FT Addendums

Sorry, Jim, but I had to write to correct an error and an omission in Preston Cook's otherwise fine feature on the FTs in the October issue. In the text regarding the second-hand owners, the Georgia Northern and the Gas Line are referred to as Southern subsidiaries. T'aint so, as they were very much independents under Pidcock Family control at the time the FTs were acquired. Southern control came a bit later, in the mid- 1960s as the Southern established the Atlanta bypass using parts of the old G&F Moultrie branch and the Georgia Northern.

The omission was that of the sale, by Southern, of 6105 (6101D) to the G&F as their 801. I will concede that when sold in 1961, it more resembled an F3 with the large, angled number boards, side grilles, fans and no portholes. But the builder's plate proudly stated "EMD 1337," builder's date 7/24/41, and that makes it an FT no matter what it looks like. The engine disappeared from G&F use shortly after the Southern obtained control in 1963 and was traded by the Southern to EMD in October 1964. The G&F's other used engines also disappeared after takeover, an SW and NW1 from EJ&E with builder's plates 693 and 771 respectively.

JACK PARKER
Aiken, S.C.

The steam-conscious IC *did* use the FT-engined TR1s in road service. They were used for a very short period of time in the early 1950s on the Peoria-Mattoon, Illinois, locals 291 and 292. I remember them coming through Delavan with the cow operating as head-end one direction and on the return trip the calf operating as head-end.

It was a strange sight, and I have often regretted I did not photograph them, but at that time, yard switchers on road freight provided little or no interest to me. I was too busy recording the last of steam.

WAYNE BRIDGES
Delavan, Illinois

I enjoyed Preston Cook's FT article in October R&R but would like to offer a correction to one of the captions. The Rio Grande unit pictured at Ogden (page 51) would not be on a *California Zephyr* connection but would be handling the through coaches for Denver via the Royal Gorge. My timetables from that era show that for Trains 1 and 2 there were a "Vista Dome Chair Car and Chair Car between Denver and Ogden." The 1950 timetables also show the sleeper running all the way to Ogden, although by summer 1952 it had been cut back to Salt Lake. These same timetables show no Ogden connection for the *Zephyr*. In the photo, one can spot two head end cars and a dome. I'm not quite sure if there's another car following the dome.

THOMAS KOPRIVA
Memphis, Tennessee

Those Patriotic CTAs

I thoroughly enjoyed the series on the P&W by Don Kaplan. I started as an operator on the P&W in 1981 and worked the line for six years. Now as a service supervisor for SEPTA, my primary assignment is the P&W on the 4:00 p.m. to midnight shift.

While I hate to nitpick, I did find several errors worth pointing out. Two Straffords were painted SEPTA orange: The 160 was orange at the time of its demise, and the 167 was orange but had been repainted in the new scheme before the accident at 69th Street in 1986.

All of the scrapped cars were removed from the property by Delaware Car, and the 204, I understand, is now part of a billboard promoting that company. The carbody of the 166 is now part of a luncheonette at 7th and King Streets in downtown Wilmington, Delaware.

CTA cars 484/485 suffered an electrical fire on August 12, 1989, and the 484 sustained much wiring damage. The car is being repaired but will be out of service for some time. An added bonus is that while the 484/485 are out of service, a two-car Bullet train has been running in its place, but this could change at any time.

The first Bullets to receive SEPTA colors were 208 and 209 in 1980. The 208 had been fully refurbished from a wreck, and the 209 had been painted after an electrical fire. Both cars were used in shuttle service for the 1980 U.S. Open golf tournament at Merion Country Club before being released for regular service.

Shortly after, I had the 208 in Norristown one evening and was asked by a passenger

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when the new cars had arrived. He wouldn't believe that the car he was riding on was built in 1931! What wonders a coat of paint will do.

THEODORE MILLS
Service Supervisor,
SEPTA Suburban Operations
Upper Darby, Pa.

I greatly appreciate your publishing Donald R. Kaplan's "Brills in the Hills" series in the September and October issues. It was very enlightening and made for enjoyable reading. I did find one error worth pointing out, however, which is most common and should be clarified. The colors in which former CTA cars 484/485 (ex-6139/6140) operated until recently were not an example of the "CTA Bicentennial livery" but rather a scheme known as "CTA Standard" or "Spirit of Chicago" colors.

The actual CTA Bicentennial dress had a different striping layout, including circles of stars, and the attached name of a historical personage (i.e. 6711/6712 was the *George Washington*). The Spirit of Chicago colors, though possibly reflecting the approaching Bicentennial, were actually an imitation of striping applied originally to the 2400-series Boeing-Vertol cars, as specified in 1974. In fact, an evolution of the Spirit of Chicago scheme dominates virtually all of the "L" equipment operated in Chicago today. Thus, the colors on 484/485 might more accurately be associated with the age of George Krambles and Mayor Daly than with George Washington and Thomas Jefferson.

As an aside, you may be interested to know that car 484 had a serious fire in its number two truck on August 12, 1989. The resultant moderate damage may require a repainting (probably in SEPTA colors), as the sides of 484 were badly scorched. Also, the last Strafford car, 162, is on part-time duty due to several on-going mechanical problems, such as thin wheels, motors frequently overheating and structural deterioration resulting in a nasty "body wrack."

GEORGE CHIASSON, JR.
Rockland, Mass.

EMD's *Other* Battle With U-Boats

It never ceases to amaze me how one can read about the same subject, many times, from different sources, yet continue to learn more about that subject each time. The FT article was probably the most informative thing I have ever read about that legendary diesel. However, there is one part of this arti-

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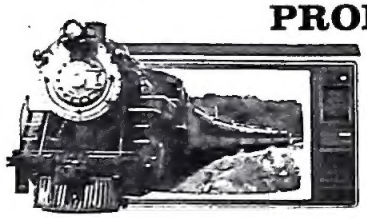

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cle which leaves me perplexed concerning EMD's high-priority projects during the war. You mentioned, in order of priority: (1) The 184A-Sub-Chaser project; (2) Model 567ATL-LSTs; and (3) Detroit Diesel Quad LCIs. Either something's wrong here, or I have been completely misled all these years. As I understand it, one of the very highest priority defense projects in this nation during World War II was the highly successful and top secret fleet submarine program, and of the 225 "Fleet Boats" launched during the war, 120 of them were each equipped with four GM 16-cylinder 278A diesel generators. Now, if these engines weren't built by EMD at La Grange as their number one priority, where were they built — Cleveland? I'm scratching a hole right through my skull on this one. Please clarify.

RON GILLIS
Plymouth, Mass.

Yes, the WWII 278A's were built at Cleveland, and only few stainless steel non-magnetic 278A's for mine sweepers were built at La Grange after Cleveland was shut down in the early 1960s. However, many 567, 645 and 710 marine engines were built and continue to be built in Illinois — J.B.

A Lily by Any Other Name

I concur with most of your thoughts in the October 1989 CAMERA BAG, but those are day lilies, not tiger lilies, at least in Texas, Missouri, Illinois, Michigan, Nebraska and Mississippi. They have long leaves at the base only. Tiger lilies have short leaves all along the stems.

WILLIAM R. STEBBINS, JR.
Odessa, Texas

Calling common orange *Hemerocallis* (day lilies) tiger lilies is a horticultural sin at least equal to a railfan calling a 2-8-2 a Pacific. Your orange flowers are very surely orange *Hemerocallis* which are not true lilies at all. The tiger lily is a true lily and has an entirely different growth habit and flower dorm.

It's a great photo despite the wrongly identified flora. Keep up the good work, but take care with flowers.

ARTHUR R. TAYLOR, JR.
Southboro, Mass.

In the immortal words of Inspector Clouseau, "I knew that." Folks around here call them tiger lilies as well as day lilies, but the title "Dechno-Doasters, Day Lilies and Deles" would have sounded too much like hay fever season. Besides, I'll bet Better Homes & Gardens *couldn't tell the difference between a Techno-Toaster and a Ten-Wheeler* —J.B.

Magazines Mashed in Mail

Perhaps this belongs in RAILFANNING IS . . .: Why are railroad magazines the only ones the post office seems to use as seat cushions?

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Back To The Mines
by Robert Karsten
Fall has come early in the hills of West Virginia as a pair of ALCO C628s power a westbound coal train across the Bluestone River at Coopers. Below, an ALCO RS3 has a mine local in tow.
Image Size: 16 7/8" x 25 3/8"
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by Robert Karsten
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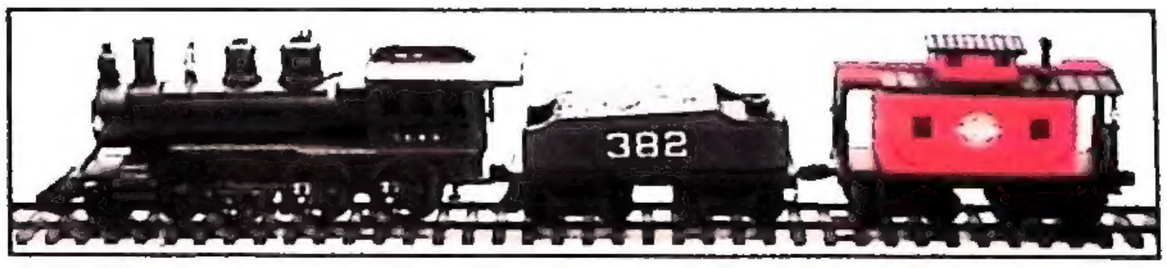

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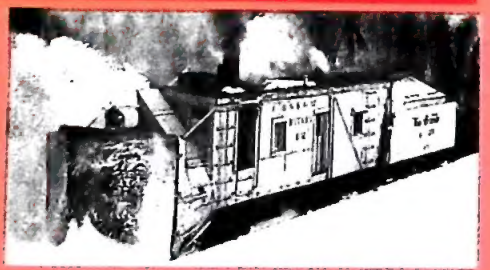

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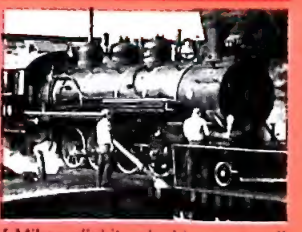

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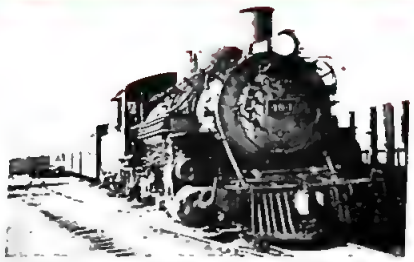

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BY BRUCE KELLY

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Railroading in the extreme western and eastern reaches of Canada is the subject of two new books from publisher Donald Bain. Both are 28-page 8½"×11" album-format softcovers containing beautifully-reproduced black & white photography. *The British Columbia Railway — Volume One* by Timothy Horton takes after the author's previous books on the Pacific Great Eastern, this time looking at the PGE's successor, BCR. Action photos of M630s, RS18s, M420Ws, RDCs and the Royal Hudson amid spectacular scenery are printed one to a page and captioned with an informative column or two of text. A nice map of the BCR's North Vancouver-Prince George route brings the whole book into perspective.

Bain's other new release is *Canadian Pacific's Dominion Atlantic Railway — Volume One* by Gary Ness. Similar in design and high quality to the BCR book, this coverage of one of the predecessors to today's Canadian Atlantic Railway looks at steam and diesel motive power on the Dominion Atlantic's Nova Scotia trackage from 4-4-0 No.18 with the first Halifax-Yarmouth train on October 1, 1894, through doubleheaded Ten-Wheelers in the mid-1950s to an RS18 in April 1985. The two books sell for $7.00 each postpaid from BRMNA, 5124 33 Street N.W., Calgary, Alberta, Canada T2L 1V4.

Sugar Country Shortline by Wesley Fox is a 64-page 8½"×11" hardcover documenting the struggle of Colorado's Great Western Railway from its near abandonment in 1984 (when its largest customer went out of business) to its recent prosperity through more cost-effective and aggressive service and the relentless pride of its employees. The author's recognized ability as a black & white photographer is supported by the book's sharp reproductions of GWR GP7s and GP9s rolling revenue freights and passenger extras past grain elevators and over hills reaching 1.4%. Eight pages of dialogue with GWR President Pete Ascher provide a rare, inside look at this short line's present status and its plans for the future. *Sugar Country Shortline* sells for $29.95 postpaid (Colo. res. add $2.13 tax) from Fox Publications, P.O. Box 26976, Lakewood, CO 80226.

New England Rails 1948-1968 by David Sweetland boasts 128 pages of great color photography of steam, electric and first-generation diesel power on Northeastern railroads. There are New Haven FAs, EP2s and H-16-44s; CNR (Central Vermont) 2-8-0s and CFA16-4s; Rutland RS3s; B&M BL2s, E7s, FTs and F2s and so much more, including the Maine Central, Bangor & Aroostook, Grand Trunk and CPR. The reproduction is excellent, and the railroads display a stunning array of colorful steam-era liveries. This 8½"×11" hardcover sells for $45.00 post-

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paid from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820. Watch for Morning Sun's next color book, *Lehigh Valley* by Bob Yanosey, which is due out in December 1989.

Notepads and Stationery

This month we have a number of interesting and very useful paper products. One is a 50-sheet 3½"×5¼" Railfan Train Pad for convenient note taking at trackside. It has slots marked for writing down times and dates, locations and/or mileposts, train symbol or name, locomotive and car info, and other remarks. The pads are available in either a Western or Eastern edition (they're marked differently for the particular region's Class 1 railroads) and sell for 65¢ each, plus $1.00 shipping, from Railfan Train Pad, P.O. Box 67, Randolph, OH 44265-0067.

Also available are 50-sheet 8½"×11" letter stationery pads in a variety of styles. They have room for the writer's name and address at the top, plus 15 lines for the letter. In the center of the page is a screened, tinted lithograph of a locomotive, and bordering it all are simulated train tracks. The letter pads are currently available with pictures of N&W 1218 alongside an N&W diesel, an Amtrak F40PH and a Conrail SD40-2 (be sure to indicate which one you want when ordering), and they sell for $1.50 each, plus $1.25 shipping, from the same address.

Calendar Call

One of the finest railroad calendars we've seen this year is the 25th Edition of Audio-Visual Designs' "All Pennsy Calendar," which measures 16"×22" vertically on coated pebble-grain paper, bound at the top by a metal hanger. The classic styling of the

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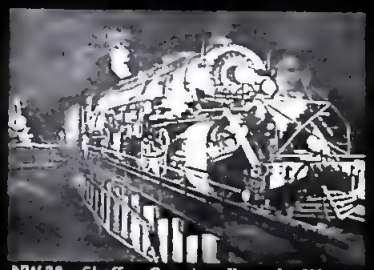
W 1963 - Swimming Pool at Welch, WV


NW 28 - Shaffers Crossing, Roanoke, VA

1103 - Drive In at Iaeger, WV

NW1230 - Virginia Creeper at Green Cove, VA

1122 - Vesuvius, VA

NW1966 - Mainstreet at North Fork, WV

CAPTURE A MEMORY.

NW1126 - Hawksbill Creek, VA
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O. Winston Link's classic images of N&W steam power has been much in demand in recent years, but original black and white images are well out of the price range of normal collectors. The Roanoke Chapter, National Railway Historical Society is proud to offer these fine art prints of seven of Mr. Link's images. Each 23" x 29" image is printed in duotone on 100 pound stock.

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date blocks doesn't allow much space for notes, but they do show American and Canadian holidays and lunar phases. Reproduction of the photography by noted PRR fan Don Wood, plus the two photos from the J.R. Quinn collection, is exquisite, with January opening to a color scene of a K4 at Cliffwood, New Jersey, and the rest of the year offering black & white shots of A-B-A Fs panned at speed, doubleheaded K4s and GG1s, an I1 Decapod at Enola, M1 4-8-2s standing motionless by night and hauling freight by day, Baldwin Sharks, an H9 2-8-0 and the cab innards of a GG1. It sells for $6.75 postpaid (N.Y. res. add 7% tax) from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

The slick color picture show in the "Don Ball Jr. Railroad Calendar 1990" starts off with a UP E8 in 1953 passenger service and continues with a variety of modern and bygone, steam and diesel photos (each measuring 10½"×10½") like a B&O EM-1 2-8-8-4 on the Wheeling Division; Chicago & Eastern Illinois' *Dixieland* led by an FP7/E7 combo; a B&O GP7 on the Robey Yard (Chicago) turntable; Raritan River SW9 No.1 crossing the South River (New Jersey) drawbridge; a Pennsy M1 storming up the Elmira Branch; an Erie PA leading express boxcars and heavyweight coaches; red, white and black Rock Island GP7s; four TP&W Geeps on the Illinois River drawbridge; IC E-units on the New Orleans-Chicago *Creole*; a Wisconsin Central GP35; Jersey Central Camelback 153; Lackawanna F3 cab units and a B&O T3 4-8-2 rolling freight through Attica, Ohio. The photos were selected from Ball's collection and a number of other photographers by Don's longtime friend Walt Grosselfinger. This 12"×24" vertical foldout calendar sells for $10.95 ($14.95 Canadian) from W.W. Norton & Company, 500 Fifth Avenue, New York, NY 10110.

The Potomac Chapter NRHS' ringbound "1990 Railroad Calendar" opens to 11"×17" with nicely reproduced color photos. Except for the 1950s views of a GTW 4-6-2 and a Pennsy 2-10-0, the subject matter is quite contemporary, from RF&P GP40s to CN SD60Fs (the latter on the curved bridge at Boston Bar, B.C.). The mix of colorful power includes a Morristown & Erie C430, Green Mountain RS1 400 at Bellows Falls, Pittsburg & Shawmut SW9s leading coal empties over the Sprankles Mill viaduct, BM&R's ex-PRR E8s 5898 and 5706 at Thompsontown and a Montreal Urban Transportation FP7 in the snow at Dorion, Quebec. Modern steam is portrayed with American Coal Enterprises (ex-C&O) 4-8-4 614T and NKP 2-8-4 765, and there are interesting extras like a Western Maryland GP9-powered local on Price's Trestle and Yakima Valley Transit steeple cab 298 on street trackage. It sells for $6.95 postpaid (Md. res. add 5% tax) from Potomac Chapter NRHS, P.O. Box 235-C, Kensington, MD 20895.

From the Western New York Railway Historical Society comes the "Buffalo Railway Heritage 1990 Calendar," which folds out to 11"×17" with great color photos of NKP 2-8-4 765 leading a 1988 Friendship Festival excursion along the Niagara River, Erie Lackawanna E8s in the snow, a Grand Trunk NW2, Wabash F7s and a CN C-liner together at Fort Erie and Amtrak's *Maple Leaf Limited* crossing the old Erie Barge Canal. There are nicely-reproduced black & white photos as well of an NYC Hudson in Buffalo's Terrace Street cut, an NYC RDC, Lehigh Valley

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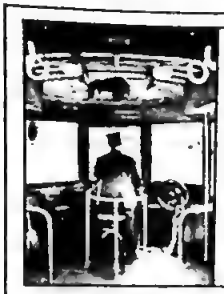

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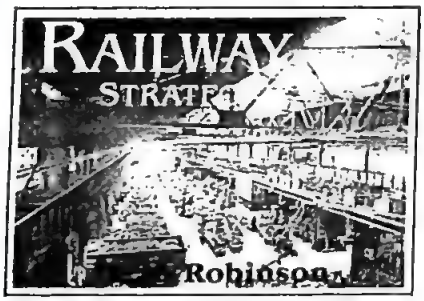

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If you enjoyed Don Kaplan's coverage of Philadelphia's Bullet line in the September and October '89 issues, you'll want to get the "East Penn Traction Club Calendar," which combines nice black & white photography and reproduction in an 11"×17" vertical foldout. A good choice for January is the shot of a Red Arrow Lines 80-class Brill in the snow; likewise for December's photo of Atlantic City & Shore 108 at snow-covered Somers Point, New Jersey. The remainder of the year offers less-wintery views of a Hagerstown & Frederic Brill combine, Lehigh Valley Transit cars meeting in the farmland and braving city streets, Philadelphia's Fairmount Park Transit "Park Trolley," a Philadelphia Transportation Company PCC, Hershey Transit Brills, a Philadelphia Transportation Brill "nearside," Conestoga Traction Car 54 on the Conestoga Creek bridge and action at the P&W 72nd Street shops with Bullet 204 racing past utility car 402 and newly-arrived North Shore Line Electroliners. It sells for $7.00 postpaid from East Penn Calendar, c/o Richard Allman, 327 Rock Road, Villanova, PA 19085.

Aluminum Cans to Train Songs

Ross Bowen of Madison, Tenn., worked for eight years as an operator on the B&O in Maryland before retiring on a disability. In the years since, he has often combined his dual interests of railroading and country music. He was brought to our attention by a press release from Reynolds Aluminum Recycling Company which told of how he had raised the money to start his music publishing company, Red Keystone Music, by gathering and recycling over a million aluminum cans. Bowen and his wife and four-year-old son would make an evening circuit of gas stations, malls, stores and car washes to gather the cans for the Reynolds Aluminum Recycling Center on Gallatin Pike in Nashville.

With the money earned, about $2200 last year, he set up his recording company and has released his first cassette recording, "Railroadin' & Ramblin'," performed by

ROSS BOWEN, son GeorDan and wife Leona, visit Gary Taylor (r) at the Reynolds Aluminum Recycling Center where he raised money to start his Red Keystone Music publishing company.

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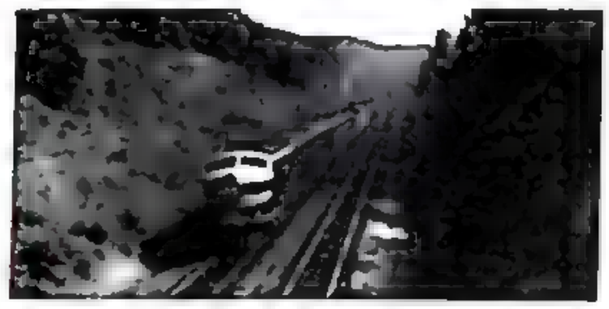

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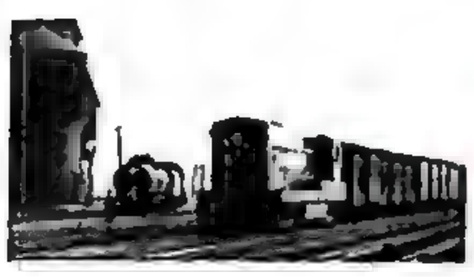
Full-Length Documentary

• Includes historical overview of GG-1 development • Full coverage of GG-1s on passenger & freight trains in action between sunnyside yard & Philadelphia • Many paint schemes including red & green 5-stripe, green single-stripe, silver with red-stripe, plus PC, CR, Amtrak, NJDOT & restored units • Documentary with Complete Narration • Color, some B/W • Filmed by Wilson Jones, others (60 Minutes)



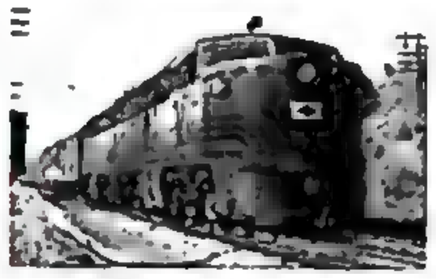
MEMORIES OF THE CNJ, B&O AND READING

Steam and Diesel

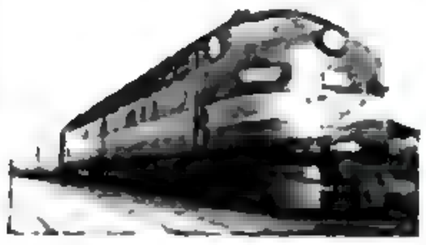
• Includes B&O Bus Connection from Rockefeller Center to NYC ferry terminal & ride across Hudson River • Bus turntable at CNJ terminal with several models of busses • CNJ & RDG steam, plus first-generation diesels (including B&O EA) at terminal • Onboard ride behind CNJ Trainmaster • Communipaw Engine Terminal • Newark Bay Drawbridge with steam & diesel action • Elizabethport activities • Mainline scenes include RDG *Crusader* & B&O passenger trains • Color & B/W • Filmed by Wilson Jones, Phil Imbro, with additional archival footage (30 minutes)

MEMORIES OF THE LEHIGH VALLEY RAILROAD

First-Generation Diesels
Late 50s – Early 70s



• Includes LV passenger trains pulled by PRR GG-1s to Newark • Engine change from GG-1 to LV Alco PAs at "NK" Tower, plus yard activity • Mainline scenes Newark – Leighton & other locations featuring Alco PAs on passenger trains, Alco FA, RS-11, C-420, "Snowbird" C-628, & EMD F-units on freights, plus a variety of switchers & cameo appearances by other off-line power at Easton • LV red, gray, & white paint schemes • Full Color • Filmed by Wilson Jones, others (30 Minutes)



MEMORIES OF THE CNJ, B&O AND READING

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• Bound Brook action in the early 1960's includes CNJ triple-headed F-M Trainmasters, Baldwin DR-4-4-15 ABBA sets, Alco RS & RSD units, EMD F-3, GP-7, & new GP-40P units • Reading EMD FP-7s on passenger trains, GP-7, GP-30, SD-45, F-M Trainmasters, Baldwin switchers, Alco RS-3, C-630, C-640 units • B&O Sunburst GP-30s, GP-7s • NKP 759, RDG 2100, CNJ 774 on fantrips, plus LV, L&HR, N&W diesels • Also RDG 2102 in freight livery & GP-30 5513 on BM&R • Filmed by Tom Nemeth, others • Full Color (30 minutes) •

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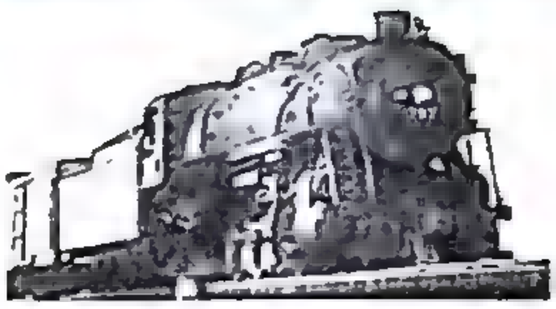

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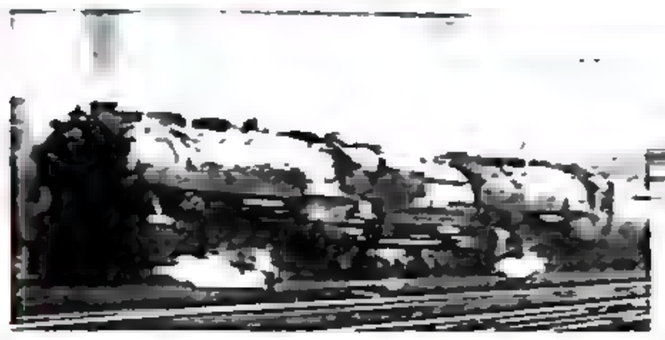

• This rare film showcases Omaha, Nebraska with special emphasis on the UP • Features *City of Los Angels*, 4-8-4s being rebuilt, 4-12-2 on *Northwest Forwarder* • Plus stockyard, steak restaurant and night passenger train activities • Featurette *Food by Fast Freight* has rare Lionel lunch counter layout • B/W, Narration (30 Minutes) •

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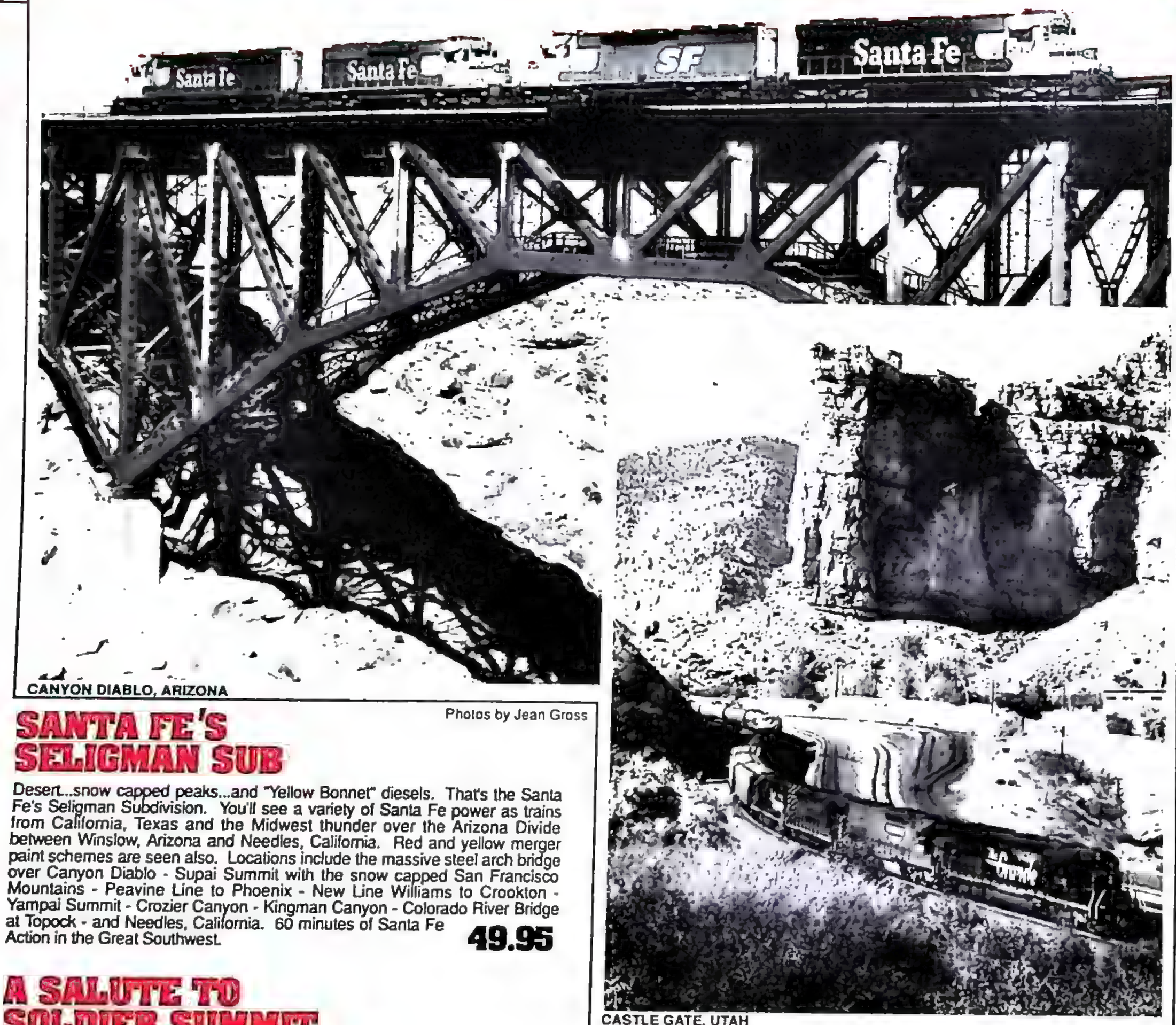

CANYON DIABLO, ARIZONA

CASTLE GATE, UTAH

Photos by Jean Gross

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Desert...snow capped peaks...and "Yellow Bonnet" diesels. That's the Santa Fe's Seligman Subdivision. You'll see a variety of Santa Fe power as trains from California, Texas and the Midwest thunder over the Arizona Divide between Winslow, Arizona and Needles, California. Red and yellow merger paint schemes are seen also. Locations include the massive steel arch bridge over Canyon Diablo - Supai Summit with the snow capped San Francisco Mountains - Peavine Line to Phoenix - New Line Williams to Crookton - Yampai Summit - Crozier Canyon - Kingman Canyon - Colorado River Bridge at Topock - and Needles, California. 60 minutes of Santa Fe Action in the Great Southwest. **49.95**

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Nashville musicians Ray Sanders and the Train Crew (who also perform under the name Straight Shot). The digitally mastered tape contains ten original songs with the themes of railroading and hoboes done in a traditional "mountain music" style reminiscent of Jimmie Rodgers. Ray Sanders has a fine singing style, and the musicianship is varied and very well arranged and performed. While two of the songs were written by Sanders along with Boots Luker and Bill Armocida, the other eight are the work of Ross Bowen. The music has a decidedly steam-era sound to it, but some of the themes are quite contemporary. Bowen's new version of "Little Red Caboose" should appeal to any railfan and could easily be retitled "An ode to FRED." You'll love it.

The half-hour cassette tape "Railroadin' & Ramblin'" sells for $7.95 plus $2.00 postage (Tenn. res. add 62¢ tax) from Red Keystone Music, P.O. Box 1714, Madison, TN 37116-1714.

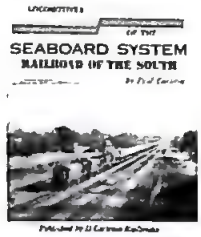
Traction Publications **by Joe L. Diaz**

BALTIMORE AND STREETCARS 1926, edited by Paul Wirtz, is a 44-page 8½"×11" softcover and a fine collection of line drawings done by William Wirtz for the United Railways & Electric Company as newspaper advertisements to illustrate the company's operation and the great advantages of using the streetcars for everyday business and travel in and around the city. William Wirtz was a young Baltimore portrait artist, and armed with a company pass, a camera, pen and sketch pad, Wirtz traveled the system far and wide, often accompanied by his young son—who would grow up a streetcar fan as a direct outgrowth of his experiences.

These fascinating drawings were presented in a multi-scene format. Each of the 26 pages herein represent a complete advertisement page. Wirtz' fine talent shows his keen eye for the city scene. In 1926 the URy&ECo was operating over 1350 streetcars and had over 5000 employees on 433 miles of track. The very large fleet of Brill semi-convertibles operating two-man predominate the scenes. The local traffic, the many buildings downtown, the parks and the cityscape are fascinating in every detail. Several of the scenes also include route maps.

Several pages are devoted to a description of each advertisement along with the dates of their appearance in the city's newspapers. This is a quality publication, done in sepia tone on fine paper stock and tastefully presented. It is available for $9.95 postpaid from the Baltimore Streetcar Museum, Inc., P.O. Box 4881, Baltimore, MD 21211.

Book Reviews



Locomotives of the Seaboard System, Railroad of the South, by Paul Carleton, published by D. Carleton Railbooks, P.O. Box 1827, Dunnellon, FL 32639; 208 8½"×11" pages, hardcover, $36.95

During "members slide night" at a recent meeting of the Jersey Central Chapter NRHS, some nice shots of early Seaboard diesels beamed onto the screen and there were instant *oohs*, *aahs* and other gestures of applause. Yes, even in former Lackawanna Land, it seems railfans appreciate the pre-CSX roads, if only for their lively liveries from the days before "stealth gray."

Paul Carleton takes a very methodical approach to his coverage with individual chapters on the steam and diesel motive power of the Clinchfield, the Georgia Railroad/West Point Route, the L&N, the Seaboard Air Line, the Atlantic Coast Line and their merged operation as Seaboard Coast Line and on through the phases of the Family Lines, Seaboard System and finally CSX. Where applicable, the chapters also mention the acquisitions of such smaller roads as the Durham & Southern, Winston-Salem Southbound and the Richmond, Fredericksburg & Potomac which came about with nearly every corporate restructuring of the Seaboard System. Each of the chronologically-

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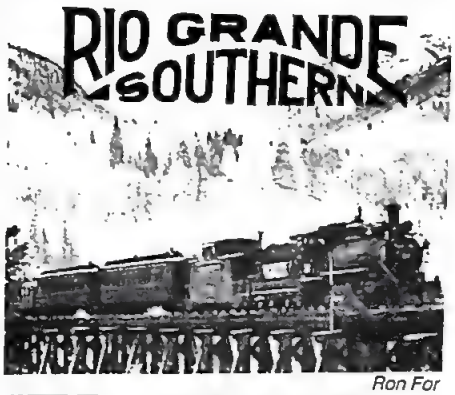

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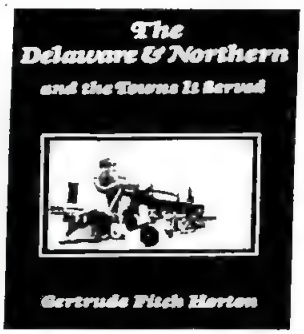

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Order from the publisher: Purple Mountain Press, Ltd., Main St., Bx E-3, Fleischmanns, NY 12430. 914-254-4062. **To the Mountains By Rail,** 435 pp, 8-1/2 x 11, hardcover, $45.00; **The Delaware & Northern,** 160 pp, 8-1/2 x 11, hardcover $35.00, pb $20.00. Send Ck, MO, V, MC, AE. NYS res. add sales tx. Shipping $2.00 per order. Free catalog.

arranged chapters opens with some brief text outlining the system predecessors at that point in time (enhanced by an adjacent map) with regard to their history, noteworthy operations, motive power trends, named passenger trains, etc.

For the most part, though, this is a pictorial work, with more than 500 nicely printed black & white photos, plus a color shot on the dust jacket of Seaboard System B36-7s leading trailers and autoracks into Waycross, Georgia. It's a shame more color couldn't have been used on the inside pages because there are some terrific black & white scenes of slant-nosed E6s on the ACL and L&N, a Monon BL2 and C420, F7s and 4-6-6-4s on the Clinchfield, Seaboard 24-wheeled "Centepede" Baldwin diesels, SCL's GE MATE slugs, Family Lines MP15AC switchers and GE BQ23-7s with their noseless crew quarters cab, Seaboard System SD50s and much more. It never occurred to me that GE diesels have reigned supreme on the Lorton-to-Sanford Auto-Train passenger service until seeing the spreads combining the original U36Bs and today's Amtrak P30CHs.

Closing segments on the merging of the Seaboard and Chessie systems into CSX bring the book up to date with photos of the Executive Fs, Chessie units in Georgia and Florida and the early, more attractive blue & gray CSX repaints. Finally, two rosters list the motive power of the Seaboard System after the initial renumbering in 1983 and again to reflect renumbering for CSX in 1986.

Aside from the rosters, *Locomotives of the Seaboard System* is rather light on technical data. Rather, it is a visual tribute to the motive power *before* CSX—B.K.

Mit Dampf Durch die Karpaten, by Florian Hofmeister, published by the Bavarian Railroad Museum, distributed by *Timberbeast* Magazine, P.O. Box 3695, Eugene, OR 97403; 144 8½"×12" pages, hardcover, $32.50 plus $2.00 shipping; 94-page English translation text $8.00 additional.

The title translates from German as *By Steam Through the Carpathian Mountains,* but that doesn't mean this is one of those boring travelogues filled with publicity photos of car interiors and platform views of European train stations. At first glance, all

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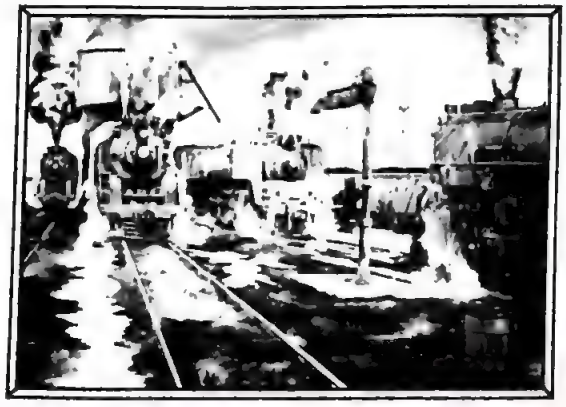

three R&R editors and publisher Hal Carstens thought the 272 beautifully reproduced black & white photos in this book could easily have been taken on American mountain logging lines in West Virginia or the Pacific Northwest. Hardly so, however, as the subject is timber-hauling narrow gauge railroads in the forests of Romania. Although the author took the bulk of the photos during the 1970s and '80s (often risking charges of espionage), the locomotives and cars, trackside structures and even the dress of the people look more like something out of the 1940s.

Jim Boyd caught on to another item of deception when he showed Mike Del Vecchio and myself the photo of a saddletank engine with the words "Union Pacific Railroad" in turn-of-the-century lettering barely visible beneath the grime. "Wow! UP sent stuff like *this* overseas? Hmmm . . . the cab and pilot sure look European though. Aww heck, they just painted it up as UP for a movie." Further checking of the translation book confirmed this to be the case.

The 94-page 8½"×11" softcover translation supplement by Martin Emberger of West Germany contains English versions of the hardcover's extensive photo captions (numerically keyed), plus five foldout locomotive rosters and a map. Most of the engines and trackage shown are described as the property of the government-run "CFF" or Caile Ferate Forestiere (Forest Railroads), a segment of Romania's Forestry Department which took over the logging lines after 1945. Needless to say, paying the extra $8.00 for the translated text will help readers understand what's behind each picture, but lovers of steam will agree that Emberger's photos nearly speak for themselves. The motive power consists of narrow gauge tank engines, mostly 0-8-0Ts, that look like something out of an LGB model trainset but have a striking resemblance to Shays when viewed head-on. And much of the rolling stock, from laborer's coaches to the open rack log cars, looks startlingly American — like something out of a Lucius Beebe book.

It's amazing even in the backwoods of an agrarian Communist bloc country to find steam locomotives siphoning water out of adjacent streams or from gravity-fed hillside pipes, and company towns built of rough-cut lumber from nearby trees. These are dirty, working logging roads, not picture-postcard Swiss toys. For those of us who ignore the boundaries of language and nationality, believing simply that a train is a train no matter where or when, this book is a fine pictorial of working steam — B.K.

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"The Mid-Continent Steam Story," released by Interurban Videos, P.O. Box 6444, Glendale, CA 91205-0444, is a complete history of the famous Mid-Continent Railway Museum in North Freedom, Wisconsin. Vintage film of the museum's first projects, like acquiring C&NW R1 4-6-0 1385, combined with contemporary video during regular operating days and Railfan Weekends, interviews with volunteers and a look behind the scenes result in a program that the folks at Mid-Continent can be proud of. This was produced in cooperation with the museum and can be bought at the gift shop in North Freedom or direct from Interurban Video. 30 minutes, $29.95.

"The Midland and Two Centrals," produced by Mark I Video, P.O. Box 404, New Milford, NJ 07646, is a collection of steam-era 8mm color films on the Chicago & Illinois Midland, the Illinois Central and the Big Four line of the New York Central shot by John Szwajkart. The first of a "Szwajkart and Steam" series coming from Mark I of mid-1950s action introduced and narrated by R&R Editor Boyd, the C&IM footage concentrates on Springfield, Ill., with 2-10-2s on coal trains in addition to 0-8-0s in the yard, a Mike on a passenger excursion and a brief clip of the famous 4-4-0. The scene then moves to the IC and NYC/Big Four around Kankakee, Ill., with NYC Hudsons on the *James Whitcomb Riley* and *Cincinnati Special* as well as Mohawks and yard switchers interspersed with IC 4-8-2s, 2-8-2s, 0-8-0s and a Bloomington branch 2-8-0. Some especially nice footage features 2-8-2 1563 working the quarry at Lehigh, and there are some impressive pacing views of the IC 2500-class 4-8-2s near Champaign. Then it's down to Paducah and Central City, Kentucky, for coal country action with 4-8-2s, 2-10-2s and Mikes as well as a 2400-class 4-8-2 on a fantrip. The transfer is very good, and one of Mark I's strengths is the ability to "recreate the soundtrack" and very effectively synchronize the proper sound to the silent film footage, and some of the NYC sound was recorded by Szwajkart on the scene. 40 minutes; $39.95.

"Colorado Narrow Gauge Passenger Chase," produced by Green Frog Productions, 950 Bream Court, Marietta, GA 30068, follows the last of the Rocky Mountain Railroad Club's fantrips on the Rio Grande narrow gauge between Alamosa and Silverton. The year was 1965, and the photographer was Emory Gulash, known for his creative angles and fine 16mm photography. Gulash bought a ticket and chased the fantrip which turned out to be the last D&RGW passenger train to run between Durango and Alamosa before the line was abandoned in 1969. Over 250 scenes are shown, and the locomotives used were K36 483, K37 498 and K28 473, including some doubleheading. The

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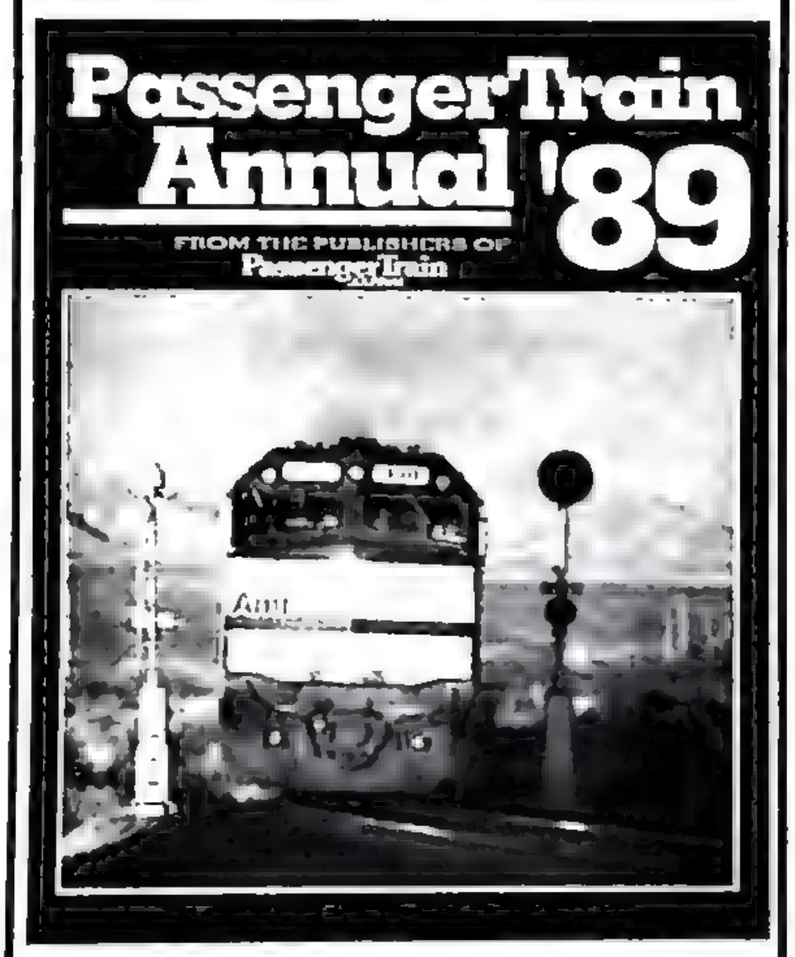

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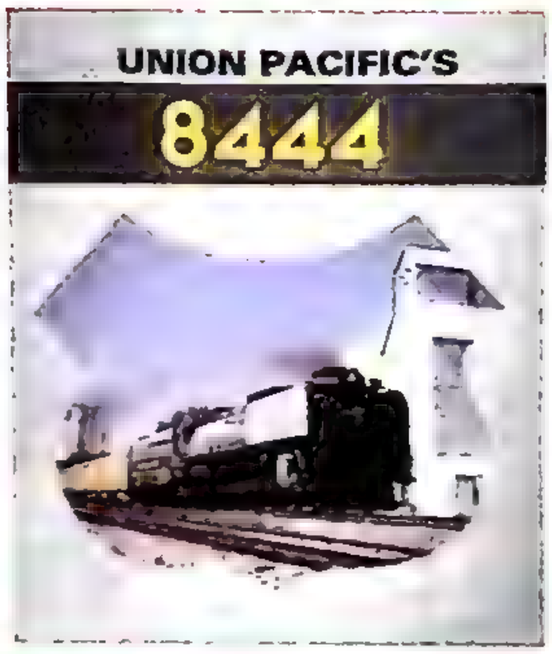

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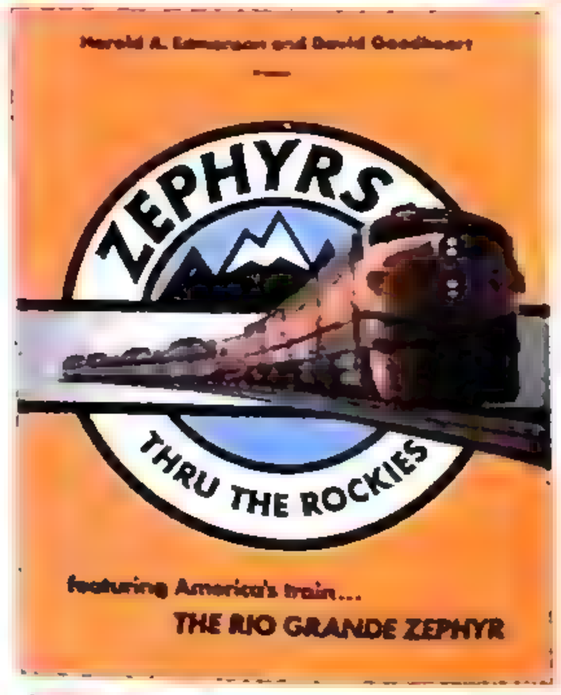

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"Nickel Plate Summer" examines the 1988 steam action on the former-NKP main line between Bellevue, Ohio, and Buffalo, N.Y., with N&W 2-6-6-4 1218 and NKP 2-8-4 765. This program is part of Berkshire's "Runby Series" with reduced narration. 60 minutes, $19.95.

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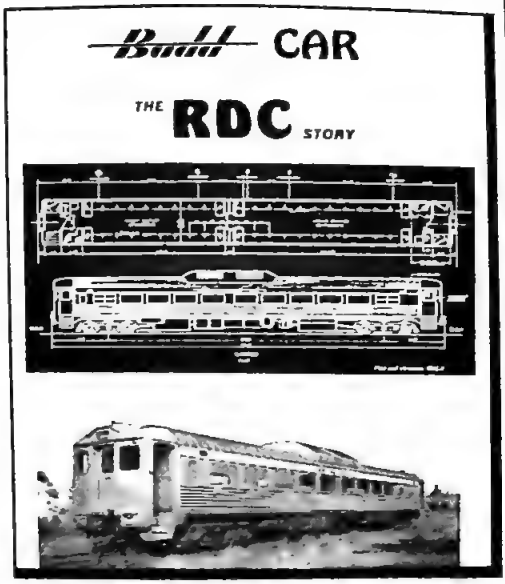

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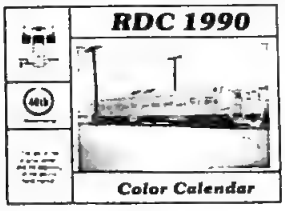

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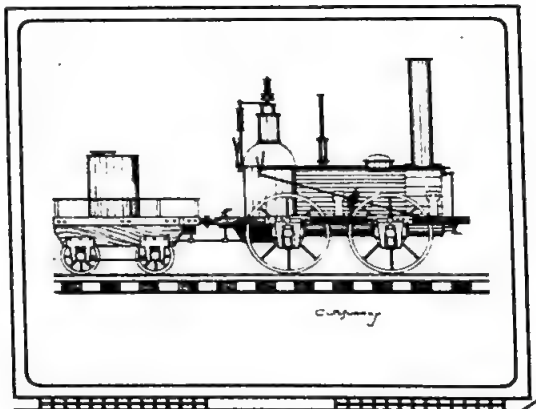

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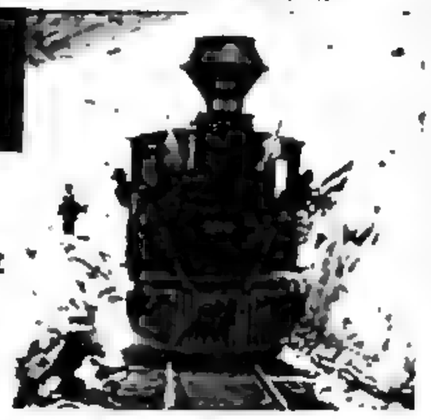

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Berkshire Productions, P.O. Box 575, Brunswick, OH 44212, has six new tapes, all of which were shot on professional ¾" or MII equipment and professionally edited and produced. First, "Steamin' in the Valley" looks at the present day operations of ex-Grand Trunk 2-8-2 4070 which runs between Cleveland and Akron, Ohio, on the scenic Cuyahoga Valley Line with a consist of open window coaches. 60 minutes, $39.95.

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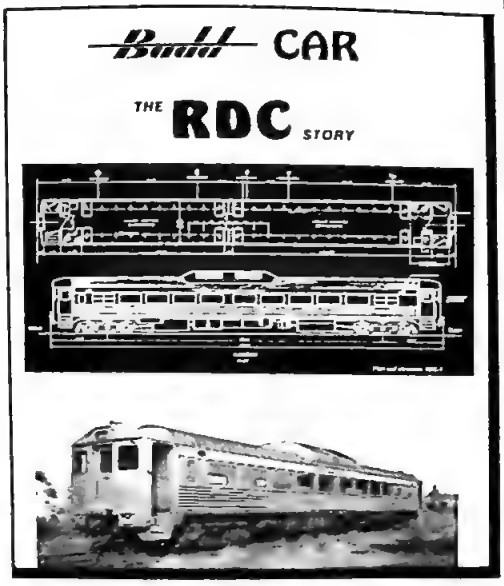

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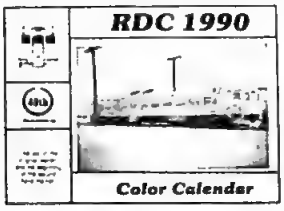

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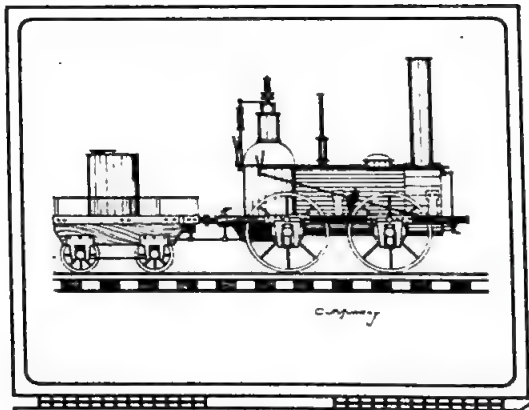

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slightly a member of the "ho hum" crowd (as was Editor Boyd) prior to my first trip the Great Britain, which cured my "ho hums" forever (Editor Boyd was also cured by his first trip).

I have been buying VHS versions of the Railscene series direct from England since they first began production a few years ago (and Editor Boyd has borrowed, viewed and returned each one), and now they are readily available in North America from Highball Productions, which has obtained the rights and is producing and marketing tapes made directly from Railscene masters.

Railscene is a news tape of British railroading, with occasional views of other countries that would be of interest to British railfans (who can sometimes be as provincial as the Americans). They have followed the same general format as their original successes and have been universally praised in the British railway press, which tends to be far more critical of materials than their North American counterparts. A typical program (some of which last up to two hours) will include both news briefs and feature material, as well as vintage film footage and a contemporary cab ride concentrating on an out-the-front view of the line. In addition to features on passenger trains, preservation lines and lots of main line steam, there are fascinating looks at freight operations and diesel locomotive developments from motive power assignments to new or endangered units.

Railscene Number 17 is now available in the U.S. at the introductory price of $30.00, and its format follows the general layout of previous Railscene tapes. Initially, there is a visit to the station of Dalwhinnie on the central Highland Line, which runs north-south through the center of Scotland; the scene of the Class 37 pulling a train emphasizes the barren beauty of the Scottish Highlands. Then there is cab ride over Beattock Summit on the original LMS main line from Carlisle to Glasgow. The tape covers the last British Rail operation of the Welsh narrow gauge Vale of Rheidol steam railway prior to its recent conveyance to private operators (truly marking the end of BR steam operation). The tape also shows line work being done the Settle & Carlisle, one of the most scenic lines in Britain and one which was just spared from abandonment through a public outcry.

Numerous operating museums (called preserved railways) receive coverage, with both diesel and steam power, and there is a delightful short segment on the Black Fives, a popular class of 4-6-0s with many preserved and operating. The tape concludes with a "News Roundup" of various items of interest throughout the British Islands. There are so many terrific scenes that space permits only hitting the highlights.

Railscene has always been, and continues to be, a truly excellent railway production. The highest quality cameras and photographers are used to tape the initial materials, and the sound is equally good. Indeed, one of the problems we stateside railfans had, prior to the age of the videotape, was that our only exposure to British railways was through still photography and not its sounds. In the March '88 R&R, Editor Boyd commented that most BR diesels sound "just like Alcos." He's right; the addition of sound immeasurably adds to the experience of railroading. The editing of Railscene is flawless, and despite a length of about two hours it never gets dull — and the cultured British

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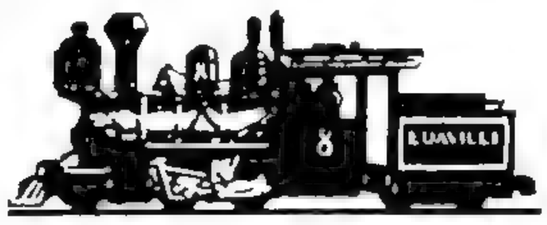

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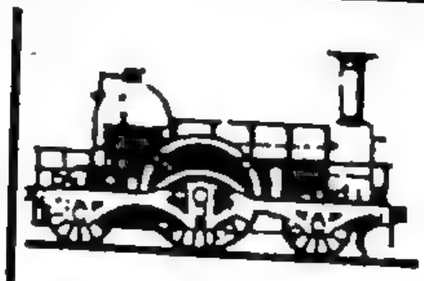

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GG1's near the end of their era. ATK, NJDOT, CR, PC. GG1's and E8's at South Amboy. NRHS trips by Tuscan Red 4877, and Brunswick Green 4935. Corridor, Port Perry, Wilmington Shops, and more. Standing starts to scorching runbys with thru-the-camera sound, location subtitles and minimal narration.

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accent of the narrator is a delight to the ear. Indeed, an imaginative feature is that the contents are specifically set forth on the back of the jacket, to that specific areas of interest can easily be found. The only criticism I can make is that there is a lack of maps showing where the various items depicted are located (most stateside railfans do not have a knowledge of British geography).

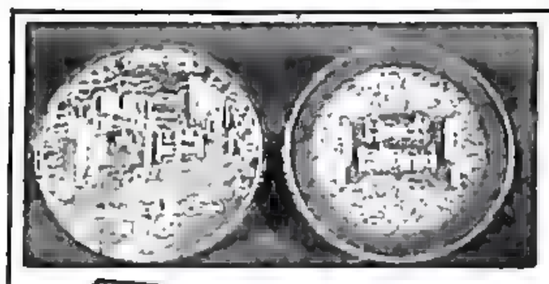
If anyone has even the slightest interest in British railroading, Railscene is a must-have series. For anyone contemplating a trip to the British Isles, viewing Railscene is absolutely mandatory before departure, both in terms of whetting one's appetite and for getting an excellent idea of what's happening there. It is not possible to give Railscene enough praise, and it should be seen by all railfans (even the provincial die-hards) — RICHARD FOREST, ESQ.

"Pennsylvania Glory, Volume 1" and **"Pennsylvania Glory, Volume 2,"** produced by Herron Rail Services, 2016 North Village Avenue, Tampa, FL 33612, VISA, MasterCard, checks and money orders accepted, VHS or Beta II, 43 and 46 minutes respectively, $49.95 each plus $2.00 postage and handling per tape.

Herron Rail Services has, to the joy of the many PRR fans (including me), introduced a "Pennsylvania Glory" series in two volumes. These two tapes are reproduced from 16mm films shot by Benjamin T. Young, with some Horseshoe Curve footage in Volume 2 by Joe Collias. Most is in color with some in black & white.

Volume 1 covers the eastern part of the PRR, with separate sections for the Long Island Rail Road, Sunnyside Yard, the New York & Long Branch, Atlantic City (PRSL), Elizabeth Curve, Harrisburg Station and Enola Yard. The entire tape emphasizes steam (to the joy of this writer). Volume 2 looks at the Middle Division, Altoona Yard, Horseshoe Curve, across Ohio including Columbus and the Sandusky line.

These tapes contain all kinds of great stuff, with Volume 1 being almost all steam and Volume 2 containing much more diesel. The LIRR portion captures primarily G5 4-6-0s, early diesels and the celebration of the end of steam in Hicksville; especially striking is the shot of the G5-powered fantrip descending the jumpover bridge into Long Island City taken from an open coach window. The NY&LB section sees mostly K4s along with some very interesting Jersey Central action including the double-ended Baldwins and 4-6-0 Camelback 774 on a fantrip. We also see the Atlantic City engine terminal in steam and especially rare footage of steam action in Pemberton, N.J. The Harrisburg station shows first generation E-units and GG1s, and steam is shown at Enola along with first generation diesels and electrics including the



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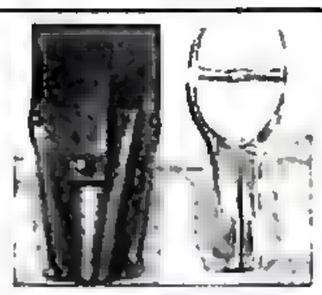

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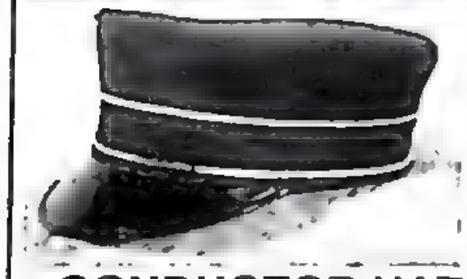

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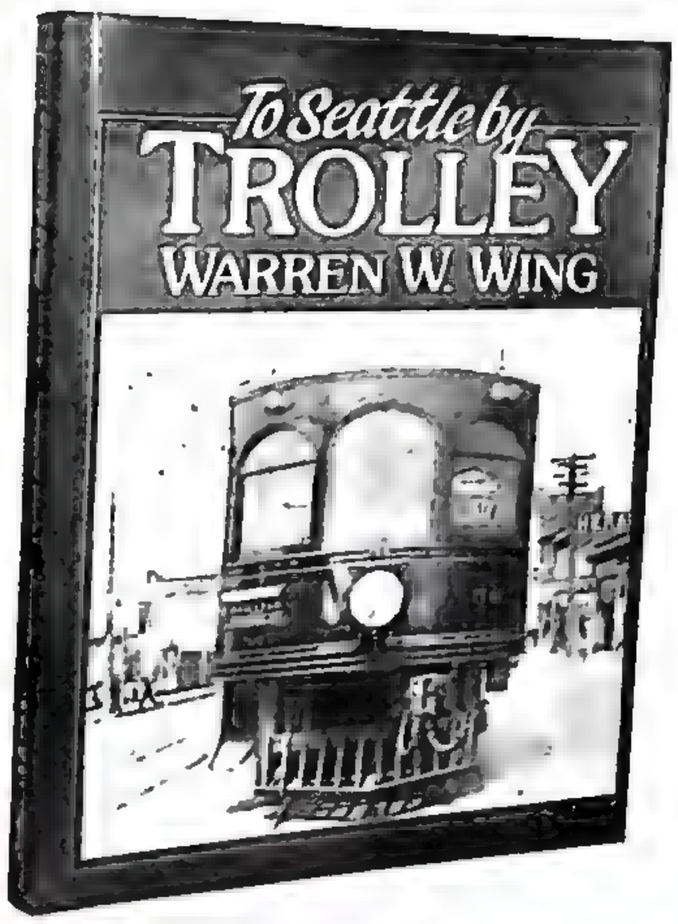

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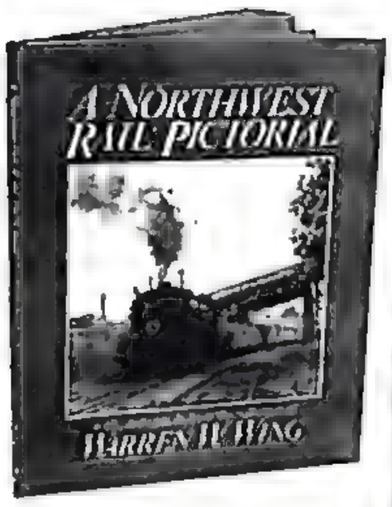

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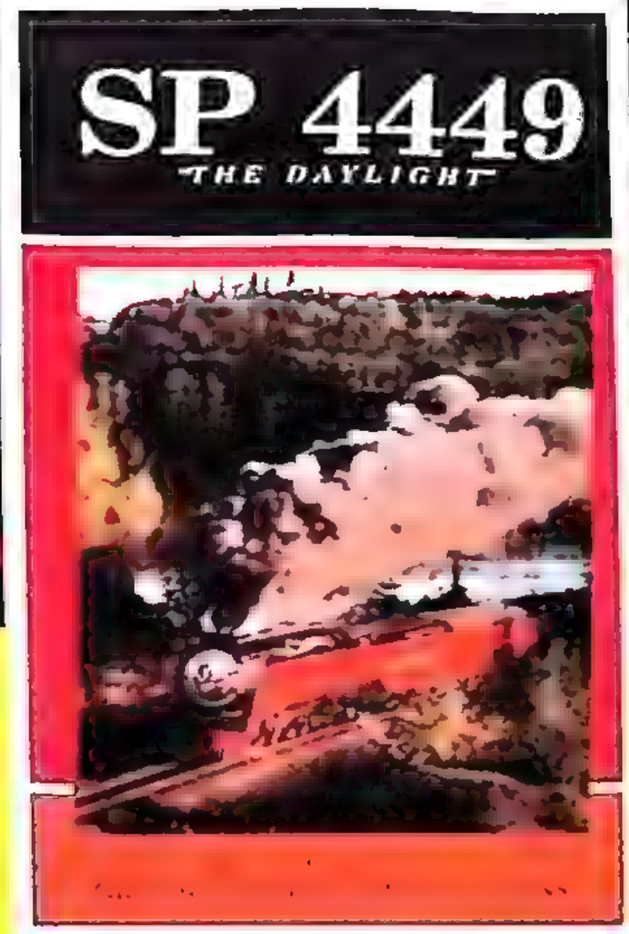

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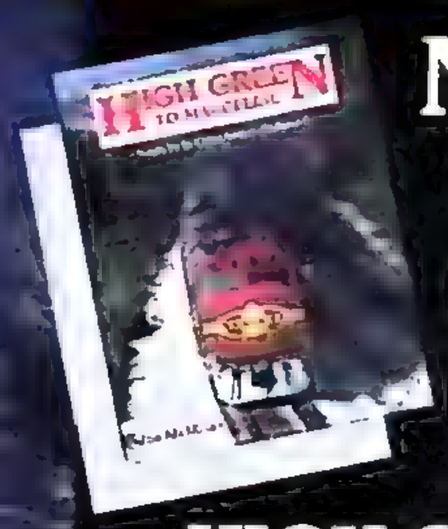

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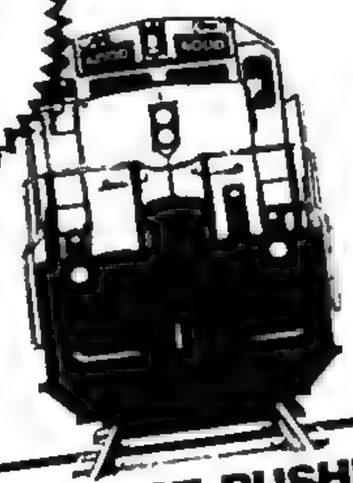

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P5s. There is [illegible] footage in York, Pa., which once hosted many PRR passenger trains. We see Alco FAs entering Rockville Bridge, M1 4-8-2s and F-units on Middle Division and all kinds of steam and diesel in Altoona and on Horseshoe Curve; especially great are scenes of the Baldwin Centipedes. The streamlined and short-lived T1 4-4-4-4s are shown on Horseshoe Curve as are many I1 2-10-0s, M1 Mountains and diesels, including an Alco DL600 helping E-units. The Ohio footage captures the J1s in action and the AT&SF 2-10-4s that the PRR leased in 1956. Power from other railroads includes scenes of New York Central F-units, Nickel Place Berkshires, B&O steam and N&W A class 2-6-6-4s. Rarest of the rare is a shot of a pair of FM Train Masters.

The photography on both of these tapes is excellent, and the film-to-tape transfer is equally good. The movies were all shot in 16mm and were especially good to begin with; none of that quality has been lost in the transfer. The sound dubbing is good but a little off synch in only a couple of places. The narration is professionally done by Ralph E. Morse (who did the "Voice of America" radio show for CBS in the 1950s) and is appropriately styled, although there are glitches of accuracy, such as the statement that "the NY&LB has been electrified to Bay Head" (NJT extended the wire from South Amboy only as far as Long Branch) and a "twelve mile distance from Enola to the Rockville Bridge" (Rockville Bridge can actually be seen from Enola Yard). Also, there is no identity of locations except in the most general of terms, nor are any maps shown. I am familiar with virtually all of the Eastern scenes, but frankly, I was lost in Ohio. Western viewers might well have similar problems with the footage showing the East.

All in all, these must be rated as a very good to excellent productions, and only the non-photographic aspects prevent the "totally excellent" labels. The most important elements, the movies themselves, are absolutely top notch. These are "must have" tapes to any PRR fan and are highly recommended to all—RICHARD FOREST, ESQ.

Camera Bag

BY JIM BOYD

How Rare the Vertical

As we were viewing the Cover One Contest entries, we couldn't help but notice that in spite of the fact that most of the slides were projecting in a vertical format, a surprising number of those images were not really vertical *pictures*. These photos were actually horizontal subjects viewed with the camera tipped on its side, giving a lot of sky on top or a lot of ground at the bottom. The few truly vertical compositions were rather rare and stood out quite sharply from the pack; most of the winners fit this description pretty well. Ironically, a couple of the very best vertical photos got bumped from the running because they were *too* vertical and didn't fit the cover format.

Let's clear up one thing before we venture further into this, however. There can be a big difference between a good vertical photo and one that would make a good cover. A cover photo must fit the magazine's proportions and have some "negative space" for the title block at the top and the UPC code at the bottom left corner. Our Cover One Contest was seeking such photos, and not necessarily just good verticals.

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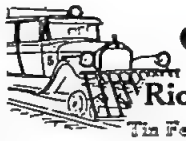

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for publication. If you stick to the typical factory slide mounts, as nearly all of us do, you are committed to the camera/film image area proportion whether you are shooting a vertical or horizontal picture. While you can "crop" your images with tape or a paper mask on the slide, it is time-consuming and often messy to project; a proper cropping job requires remounting the transparency in a new mount with the mask against the film and not just taped to the surface of the mount where it will often jam in the projector. (And when you send in contest photos,

Using photos in a magazine or book, however, can take advantage of the easy ability to crop the image for dramatic and precisely tailored formats. A tall, very narrow crop, for instance, can emphasize the lines of a down-on shot of a train on straight track stretching off to a horizon; that same proportion on a horizontal can strongly portray long, straight lines. Most of us, however, shoot for projection and entertainment and never get around to masking slides for optimum effect — we learn to live with the 35mm 2×2 slide-mount proportions.

And seldom has that proportion been better utilized than in our two top winning contest slides. Blair Kooistra's wide-angle shot of the nose of the CPR units on Rogers Pass (front cover) fills the frame perfectly and maintains a very good sense of "straightness" in spite of the keystoning inherent in such a view; the imagery is strong and dramatic and inherently vertical. Nils Huxtable's TP&W photo on page 76 is about as perfect a normal lens vertical shot as you'll ever see (there was about a 10% crop around the edges to adjust the image to the cover requirements, but the full slide works every bit as well as the cropped version). Nils has filled the frame and used the vertical format to combine the train with the bridge detail and the background's colorful trees (and the locomotive high in the frame is ideal for a cover).

Because railroading is inherently horizontal, we seldom see truly vertical situations, though they exist if you know where to look. One vertical subject that fits a 35mm slide

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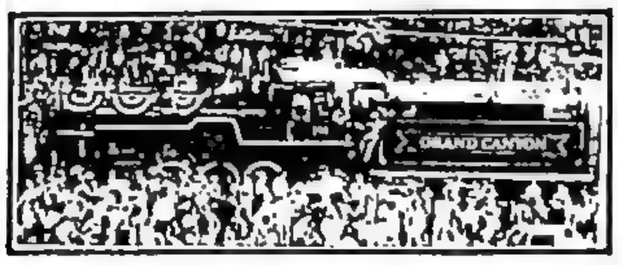

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format almost perfectly every time is the front of a locomotive. You can snuggle in close with a wide angle, pull back a bit and work at a respectful distance with a normal or stand off and bash it into submission with a telephoto. Each has its own time and place and advantages. A favorite "standard" shot is the front of a locomotive (steam or diesel work equally well) nearly filling the frame and using a telephoto to bring details, trailing consists, tunnel portals, trackwork, structures, signals or landscapes dramatically up behind it; Mark Wayman's Second Place winner last year and Santa Fe 9254 shot on page 81 are excellent examples of this, as well as W.A. Bokeko's and Ken Gear's Conrail shots also on page 81. Doug Koontz's Chessie unit and Alex Mayes' K4 are either normal lens shots or utilized a shorter tele (both were slightly cropped for cover use). And as Reid McNaught demonstrates with his SP 4449 cover, steam engines make great subjects with their towering plumes of smoke creating vertical images out of what would be a decidedly horizontal shots with diesels (we won't get into Alcos, GEs or EMDs with bad turbochargers here).

Another vertical that works well is the down-on shot as exemplified (again on page 81) by Bob Hanggie's Santa Fe warbonnets at Sullivan's Curve and Christopher Manthey's N&W job at the River Terminal yard in Cleveland. These shots are naturals for slide shows and are excellent for using on grubby days when the sky is an unattractive gray — shoot down, expose for the ground and eliminate the sky to make use of the soft light (just be sure to give it plenty of exposure so the final image doesn't look dark; the inherent contrast in Kodachrome 64 really works well for you in such a situation). Down-on shots can be tricky for magazine covers, however, because for optimum newsstand exposure, you want the primary subject near the top of the page; both the warbonnet and N&W shots have interesting enough backgrounds to get by with subjects low in the frame — but that's also why they lost out to Huxtable's TP&W shot with similar image size and impact.

Other vertical imagery that works well is the use of lineside objects to frame your subject. This can be a funky building, an overhanging tree, a signal, a bridge, another train or almost anything. You can also go for a wide angle view of an otherwise normal horizontal scene and use the vertical format to bring in an interesting overhead sky with sweeping clouds, a sunset or just a "screaming dome" of perfect blue (which you can enhance dramatically with a polarizer).

"People shots" also make excellent verticals, as most people we know are predominantly vertical. Although railfans are often fanatical about getting people *out* of their pictures, crew members climbing on or off of locomotives, throwing a switch in the foreground or maybe talking at a lineside phone box can make fine photos that can be a refreshing break from even the finest action or roster scenes.

You don't need a photo contest to make shooting verticals a worthwhile effort, as they add interest and variety to any slide show. Just remember, though, merely turning your camera on its side does not necessarily a vertical make.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1989 Excursion Season. The following listings indicate Date, locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is streamlined Class J 4-8-4, and 1218 is N&W Class A 2-6-6-4.

November 3. One way Greenville, S.C., to Chattanooga, Tenn., 1218 to Atlanta, 611 beyond (GVN); **November 4.**

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DETROIT, TOLEDO & SHORELINE/★ (DWSO)	222
FRISCO/□	227
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NEW YORK CENTRAL/□	244
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NORTHERN PACIFIC/□	249
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The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245.

OWEGO, NEW YORK, Through December 1989. The Tioga Central Railroad will offer a variety of diesel-powered trips over its former Lehigh Valley line during 1989. "Museum Trail" trains operate on weekend afternoons round trip Flemingville to the Newark Valley. Originating at Owego, dinner trains run Sat. and Sun. evenings plus a Sat. breakfast train; reservations are recommended. For a timetable, dining car menu and schedule of events, contact Tioga Central Railroad Excursions, P.O. Box 490, Owego, NY 13827, or call 607/687-0990.

CUMBERLAND, MARYLAND, November 3-4. Chesapeake Division RRE "Cumberland Railfans' Weekend" with Saturday South Branch Valley trip departing Green Spring, W.Va., 8am returning 5:30pm. Sunday: Allegeny Central Railroad steam round trip Cumberland to Frostburg, departing 10am, returning 3:30pm. Multiple photo stops on both trips. Total fare $75. For tickets send SSAE to: Wes Vernon, Chesapeake Division RRE, 1605 Billman Lane, Silver Spring, MD 20902.

YAKIMA, WASHINGTON November 4-5, 11-12, 18-19. Centennial Railfest '89 will be held November 11-12 featuring steam, diesel and electric operations on working railroads in the Yakima area. Scheduled to attend are Great Western 2-8-0 No.51, the Washington Central dinner train, Yakima Valley Transportation electric freight motors and trolleys, and SP *Daylight* 4-8-4 4449. Contact: Railfest '89, 6 West Arlington, Yakima, WA 98902.

Separately, the Northwest Rail Museum will sponsor trips behind the 4449 as the engine runs on BN and Washington Central trackage to and from the Yakima Centennial Railfest with cars from the Mount Hood, Great Western and California Western railways. Trip 1: Portland-Kennewick-Yakima November 4-5 with overnight stay on the 4th at Red Lion Inn in Pasco. Return to Portland by motor coach. Trip 2: reverse of Trip 1, with motor coach Portland-Yakima and train ride behind 4449 Yakima-Kennewick-Portland November 18-19, with overnight stay on the 18th at Pasco. All runs during daylight; engine lube stops at Wishram. Fare of $225 for either round trip includes train and bus travel, lodging and breakfast in Pasco and two box lunches. Contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97219, 503/641-4514.

GREENBANK STATION, DELAWARE, November 12. Wilmington & Western "Hockessin Mixed" photographer's round trip excursion to Hockessin behind 2-8-2T No.37. Train will consist of an open platform coach behind various freight cars, with numerous photo stops at remote locations. Tickets $25. W&W's first open-to-the-public photo freight. Bring a lunch, warm clothing and good footwear. Departs Greenbank Station at Delaware Routes 2 and 41. Order tickets (enclose a SASE) from: Wilmington Chapter NRHS, P.O. Box 1261, Wilmington, DE 19899.

NORTH MIDDLEBORO, MASSACHUSETTS, November 18-January 7. Christmas Festival at A&D Toy Train Village, 49 Plymouth Street, off Routes 18 and 28. More than 50 trains operating on overhead tracks and on 34-foot computer-controlled layout, some by visitor-activated pushbuttons. Museum and gift store open 10am-6pm except holidays, adults $4, seniors $3.50, ages 5-12 $2.50. Wheelchair access. Contact: Thomas Drake, A&D Toy Train Village and Railway Museum, 49 Plymouth St., Middleboro, MA 02346; phone 508/947-5303.

WILMINGTON, DELAWARE, November 18. The Hagley Museum & Library will sponsor a round trip steam excursion on the Wilmington & Western from Greenville, Del., to Coatesville, Pa., plus a tour of the 179-year-old Lukens Steel plant. Ticket price of $90 ($75 for museum members) includes buffet lunch. Slide orientation at Hagley Museum November 16 at 7pm. Contact: Jody Millard, 302/658-2400, ext. 303.

NORTH CONWAY, NEW HAMPSHIRE, November 24-26 and December 9-10, 16-17. Holiday excursions on the Conway Scenic Railroad. Annual *Turkey Trotter* runs November 24-26 departing 11am and 1:30pm; *Santa Claus Express* specials (expect a visit from Santa himself) December 9-10 and 16-17 departing 11am, 1:30pm and 3:30pm. Tickets on sale 9am, adults $7, ages 4-12 $4.50, under 4 free if sitting on adult's lap. Contact: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860.

TRACE THE OLD NYS&W GRADE, November 26 and December 9. The Paulinskill Valley Trail Committee will sponsor group hikes down portions of abandoned NYS&W right of way in northwest New Jersey. November 26 in Sussex County, beginning 10am at intersection of Routes 519 and 626 north of Newton; December 9 in Warren County beginning 10am at Footbridge Park off Route 94 in Blairstown.

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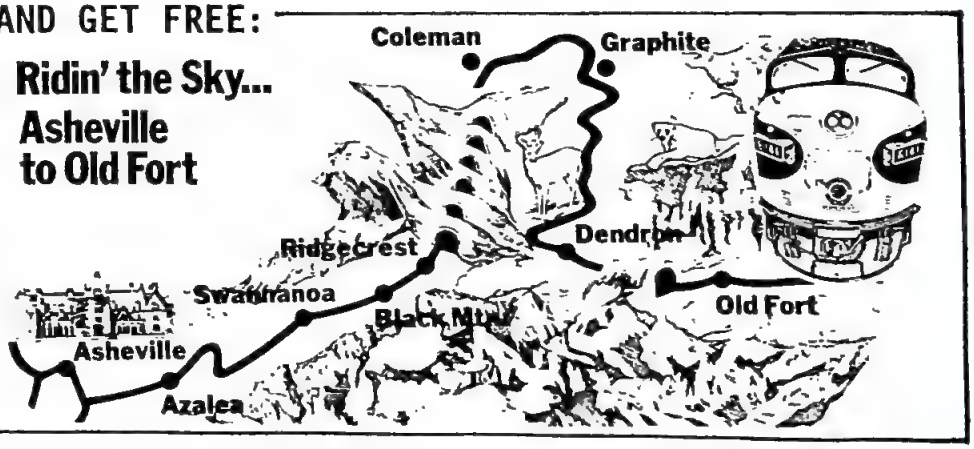

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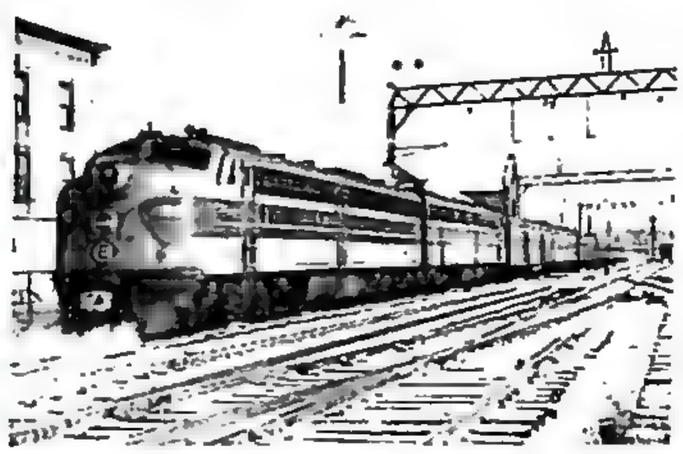

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BOSTON, MASSACHUSETTS, December 9. *34th Street Express* Christmas shopping special to New York on Amtrak. Depart Boston South Station 7am, return by 11pm. Adults $55, ages 5-16 $50, under 5 free when seated on adult's lap. Optional Radio City show or New York City bus tours at additional charge. Send SSAE to Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

CHICAGO, ILLINOIS, January 26. Central Electric Railfans Association presents "The North Shore Line — A Fond Look Back" slide/movie program at Midland Hotel, 172 W. Adams at 7pm. Admission $5. Contact: William Shapotkin, CERA, P.O. Box 503, Chicago, IL 60690.

BOSTON, MASSACHUSETTS, January 27. *Snowflake Special* 400-mile Amtrak round trip special to the Berkshires and eastern New York via Conrail. Sleigh rides, skating and museum tours at historic Deerfield, Mass. Send SSAE to Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

INTERNATIONAL TOURS

LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350), is offering the following rail tours in Mexico:

Empalme Get-a-way, November 24-26. Round trip on the Star Service train from Mexicali to Empalme/Guaymas, two nights at SP-built resort hotel Playa de Cortez. Connections from Nogales also available. $245 per person, double occupancy; $233 from Nogales.

Copper Canyon, March 8-18 and March 19-29. Round trip from El Paso to Los Mochis including Copper Canyon's 37 bridges and 86 tunnels, including ex-UP dome-lounge-diner *Native Son*. Overnights at hotels. $1485.

TRAINS UNLIMITED TOURS 235 West Pueblo St., Reno, NV 89509; 800/359-4870, is organizing the following tours conducted by noted railfan Chris Skow. Contact them for specific information.

Guatemalan Adventure, Dec. 1-10. Steam and diesel.

China, March 1990. Main line steam.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

China, December 23-January 2 or 9. Steam in six provinces for Christmas.

Sudan, January 18-31. Sleepers attached to steam powered freight.

Moscow-Beijing, April 10-27. Trans-Siberian Railway, with optional extra week in Hong Kong.

GREAT RAILWAY JOURNEYS of Trackpacker T-Rail Tours offers the following guided tours. Prices are U.S. funds and include int'l. jets, rail fares, hotels, frequent traveler rewards, regis. premiums, cab rides. For more details contact: GTRY Journeys, 803-A Kanuga Drive, Left Suite, Palm Beach, FL 33401; 407/TEL-TRAK collect.

Amtrak Mileage Marathon, January 5-28. 16 trains, 16,000 miles, Cajon Pass train chasing, trolleys, suburbans. Includes sleepers and all train meals. $1190.

New Zealand Narrow Gauge, February 2-19. Eighteen trains of summer for about 7000 km covering all passenger routes-twice, mountain and seaside lines. $2777.

All Over Down Under, March 8-April 17. Australia and New Zealand on 50 different trains (round trip most days) for 23,000 km. Steam, diesel and electric in 4 gauges and other equipment in all kinds of terrain. $3333.

South American Traingo, May 3-25. Argentina, Paraguay, Chile on 4 steam trains with 2 gauges for 1600 km. Cloud Train, gourmet dinners, pantograph subway. $2777.

RAILROADIANA MEETS

MERCHANTVILLE, NEW JERSEY, November 3-5 and 10-12. Cherry Valley Model Railroad Club 25th Annual Open House at Grace Episcopal Church, Maple Avenue & Centere

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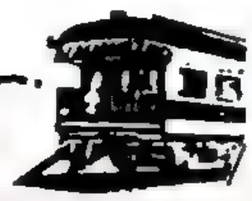

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NORTH HAVEN, CONNECTICUT, November 4. New Haven Railroad Historical & Technical Association 27th Annual Train Show at the Ramada Inn, Route 5/Washington Avenue 9am-4pm. Over 100 dealer tables, displays, slides and movies and model and photo contests. Gala banquet (reservations and extra fare required) with special guest speaker at 7pm. Contact: Robert Wuchert, Jr., NHRH&TA, 24 North Whittlesey Avenue, Wallingford, CT 06492.

BLOOMINGTON, ILLINOIS, November 4-5. Central Illinois Great Train Show & Swap Meet at College Hills Mall, College Ave. & Veterans Pkwy., 10am-9pm Saturday, 12noon-5pm Sunday. Free admission. Contact: Keith Erickson, Central Illinois Railroad Club, RR 1, Bloomington, IL 61704; 309/378-4352.

KINGSTON, NEW YORK, November 4-5, 11-12, 18-19. Kingston Model Railroad Club 52nd Anniversary Exhibition at the YMCA, Broadway Conrail underpass at end of Susan St. (Kingston located off Exit 19 of N.Y. State Thruway), 2:30pm-8pm; adults $1.50, children 50¢. Contact: J&J Hobbies days at 914/338-7174, or Catskill Hobbies evenings at 518/678-9397.

CHARLOTTE, NORTH CAROLINA, November 4-5. 6th Annual Carolina Model & Hobby Show at Charlotte Merchandise Mart 9am-6pm Saturday, 10am-5pm Sunday. Adults $3, ages 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Rd., Concord, NC 28025, 704/786-8373.

PENNDEL, PENNSYLVANIA, November 4 and December 2. Toy & Train Show and Sale, 8am-1pm at Penndel Firehouse Hall, Centre & Crescent Streets. Admission $2, tables $8. Contact Charles Gallus, P.O. Box 1036, Doyleston, PA 18901; phone 215/847-8794.

GREAT AMERICAN TRAIN SHOW 1989/1990 schedule. Operating layouts, club displays, national and local sellers. Admission $4 plus tax, children under 12 free with adult. Noon-6pm each day. Contact: GATS Limited, 312/834-0652.

November 4-5 Dallas Convention Center, 650 South Griffin, Dallas, Tex.

November 18-19 Indiana Convention Center, 100 South Capitol, Indianapolis, Ind.

December 2-3 Cincinnati Convention Center, 525 Elm St., Cincinnati, Ohio.

December 16-17 Multnomah County Expo Center, 2060 North Marine Dr., Portland, Ore.

January 6-7 Shrine Civic Auditorium, 649 West Jefferson Blvd., Los Angeles, Cal.

January 13-14 San Diego Convention Center, 202 C St., San Diego, Cal.

January 20-21 Des Moines Convention Center, 501 Grand, Des Moines, Iowa.

January 27-28 Phoenix Civic Plaza, 225 East Adams, Phoenix, Ariz.

TOY TRAIN COLLECTORS SOCIETY TRAIN SHOWS will be held at the following locations:

Rochester, New York, November 5 at Downtown Riverside Convention Center, 123 East Main St., 11am-4pm. Contact: Jack McDonald, 67 Barons Rd., Rochester, NY 14617, 716/342-6489; or Wayne Smith, 1360 East Palamyra-Port Gibson Rd., Palamyra, NY 14522, 315/331-3845.

Niagara Falls, New York, December 2-3 at Niagara Falls Convention Center 1-6:30pm Saturday, 11am-4pm Sunday. Contact: Larry Gee, 2898 Brent Dr., Sanborn, NY 14132, 716/731-5377; or John Hedges, 160 Dexter Terrace, Tonawanda, NY 14150, 716/694-3771.

GAITHERSBURG, MARYLAND, November 5. 11th Annual Gaithersburg Railroad & Transportation Show & Sale at Montgomery County Fairgrounds. Over 400 tables. Contact: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954.

ALEXANDER, NEW YORK, November 5. Alexander Train Meet at Alexander Fire Dept. Recreation Hall on Route 98.

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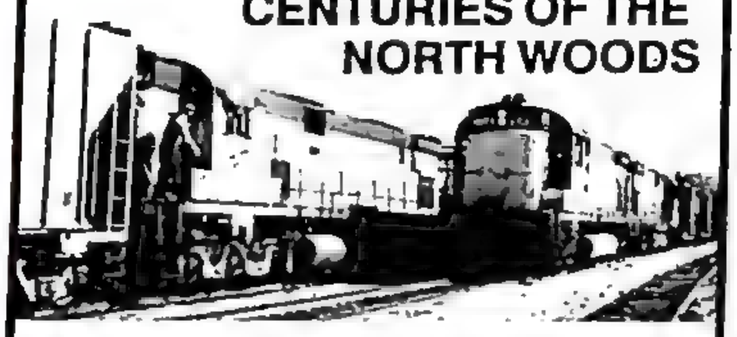

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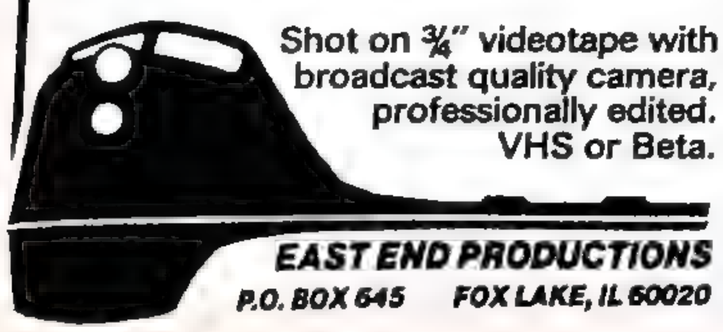

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AMITYVILLE, NEW YORK, November 5. Amityville Train Show 9am-1pm at American Legion Hall, Post 1015, Park Ave. Admission $3. Buying, selling, trading. For info call: 516/691-7628.

PHOENIX, ARIZONA, November 5-10. Sahuaro Central Railorama at Valley Bank Center Concourse, 201 N. Central Ave. Exhibit hours 8am-5pm daily, 12noon-5pm Sunday, operations and demonstrations 10am-2pm. Admission free. Contact: Bob Martin, P.O. Box 26282, Phoenix, AZ 85068-6282; 602/993-2886.

DANVILLE, ILLINOIS, November 11-12. Danville Junction Chapter NRHS Model Train Show & Swap Meet at David Palmer Civic Center, 100 West Main, 11am-6pm Saturday, 11am-5pm Sunday. Adults $1.50, under 12 free. Contact: Terry Henderson, 123 Ky. St., Westville, IL 61883; 217/267-3113.

DAYTON, OHIO, November 11-12. Model Railroad Show at HARA Ballarena, 1001 Shiloh Springs Rd. 10am-7pm Saturday, noon-5pm Sunday. Operating models, sales, clinics, live steam rides. Adults $3, under 12 free, tables $20. Contact: Larry Zeller, 4646 W. US Route 36, Piqua, OH 45356; 513/773-7186.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main St., Sykesville, MD 21784; 301/795-7447.

Cherry Hill, New Jersey, November 11-12, Garden State Park.

Monroeville, Pennsylvania, November 18-19, Pittsburgh Expo Mart.

Wilmington, Massachusetts, November 25-26, Shriner's Auditorium.

Richmond, Virginia, November 25-26, Richmond Centre.

Timonium, Maryland, December 2-3, Timonium Fairgrounds.

Philadelphia, Pennsylvania, December 9-10, Philadelphia Civic Center (Admission $5, parking refundable).

GREAT WESTERN and GREAT MIDWEST TRAIN SHOWS schedule. Operating layouts, national and local sellers. Admission $4 10am-noon, $2 noon-4pm, under 12 free. Contact: GATS Limited, 312/834-0652.

November 12, December 10 DuPage County Fairgrounds, County Farm Road and Manchester, Wheaton, Illinois.

December 10 Solano County Fairgrounds, 900 Fairgrounds Dr., Vallejo, California.

MILAN, OHIO, November 12. Norwalk & Western Railroad Train Show & Swap Meet at EHOVE Joint Vocational School, 316 W. Mason Rd., 10am-4pm. 12 and over $2; families $4; 8' table $10 prior to Nov. 1, $12 thereafter. Contact: Steve LaConte, P.O. Box 938, Norwalk, OH 44857.

HEMPSTEAD, NEW YORK, November 19. Long Island Train Meet at Knights of Columbus Hall, 83 Greenwich Street 9am-1pm. Buy, sell, trade. Adults $3, under 12 free. Contact: Ernie Knudsen, 220 Trouville Rd , Coplague, NY 11726; 516/691-7628 or 516/486-6658

UNION, NEW JERSEY, November 19. Tri-State Chapter NRHS Railroadiana & Model Train Show at Boys & Girls Club, 1050 Jeanette Ave. 9am-3pm. Admission $3. For info and map send LSSAE to Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429.

DEDHAM, MASSACHUSETTS, November 19. Rail-a-Rama at the Biarritz Plaza adjacent to Holiday Inn at junction of Routes 1, 128 and 1-A. Adults $2, under 12 $1. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

CHESHIRE, CONNECTICUT, November 19. Fall Train Show at Cheshire High School, Route 10, 10am-4pm. Adults $3, under 10 free. Contact: Joe Natale, 21 Diamond Ave., Plainville, CT 06068; 203/747-5861.

HUNTINGTON, WEST VIRGINIA, November 24-26. Appalachian Model Railroad Society 32nd Annual Show at Huntington Civic Center, 3rd Avenue and 8th Street 6-10pm Friday, 10am-10pm Saturday, noon-5pm Sunday. Adults $2, under 16 $1, family $5. Contact: Mike Xenos, 354 South Walnut St., Huntington, WV 25705; 304/522-2660.

FORT WAYNE, INDIANA, November 25. Train & Collectable Toy Show at The Lantern, 4420 Ardmore 11am-4pm. Buy, sell, trade. Admission $2, under 12 free, 8' tables $10 in advance. Contact: Royce Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

PHILLIPSBURG, NEW JERSEY, November 25. Toys, Trains & Collectibles Show and Sale, 9am-2pm at Commodore Inn, Route 22 East. Admission $3, tables $10. Contact: Charles Gallus, P.O. Box 1036, Doyleston, PA 18901; phone 215/847-8749.

OSHAWA, ONTARIO, November 25. Pine Ridge Railroaders Christmas Model Railroad Show at Eastdale Collegiate, Harmony Road North at Adelaide Street (Exit 410 off Highway 401) 10am-4pm. Adults $3, children $2, under 5 free. Contact: Norm Kerr, 590 Central Park N., Oshawa, Ontario, Canada L1G 6A4; 416/723-9123.

INDIANAPOLIS, INDIANA, December 2. Model Railroad and Toy Train Swap Meet & Sale at Westside Knights of Columbus Hall, 220 Country Club Road (8350 Rockville Road) 11am-4pm. Admission $1.50, families $2. Contact: Rudy Stanko, 8601 Stonewall Dr., Indianapolis, IN 46231; 317/243-7249.

BARGAINTOWN, NEW JERSEY, December 2-3 and 9-10. Patcong Valley Society of Model Railroad Engineers Christmas Open House & Train Show on Fire Road between Zion and Mill Roads outside of Atlantic City 10am-4pm. Free Admission. Contact: Gary Mulford, R.D. 10 Fern 6, Pleasantville, NJ 08232; 609/645-9036.

KITTANNING, PENNSYLVANIA, December 3. Central Armstrong Model Railroad 7th Annual Christmas Show at Kittanning Township Firehall, East Route 422 10am-4pm. Adults $3, under 12 free. Contact: James Boyer, R.D. #2, Box 133, Ford City, PA 16226; 412/763-8327.

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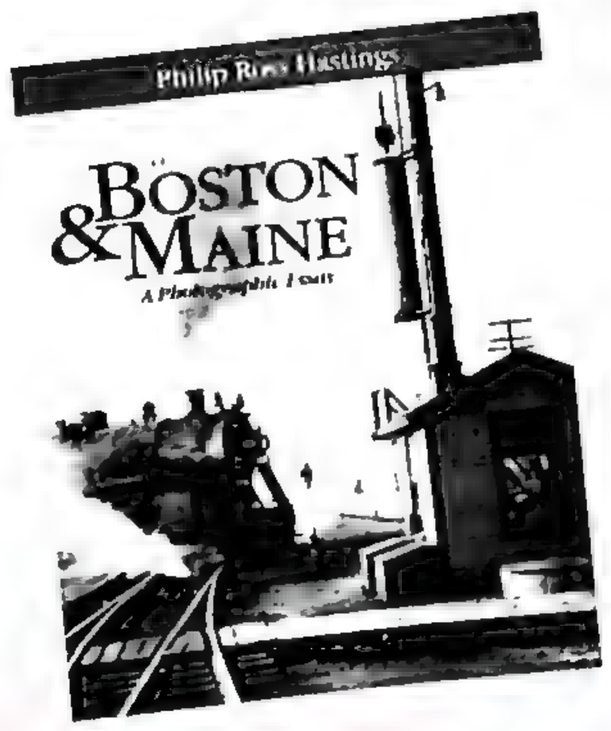

From the publisher of *Locomotive & Railway Preservation* magazine and by special arrangement with the estate of Philip Hastings comes the first book of a multi-volume series: the Philip Ross Hastings Collection.

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...apter NRHS at the Martin Oklahoma Building on Oklahoma State Fairgrounds Saturday 9am-5pm, Sunday 11am-5pm. Admission $3, dealer and swap space available. Contact: Dean Carver, 1313 W. Britton Road, Oklahoma City, OK 73114.

GILBERTSVILLE, PENNSYLVANIA, December 3. Gilbertsville Train Show at Firehouse on Route 73 just east of Route 100 9am-2pm. All gauges; door prizes. Admission $3, under 12 free. Phone 215/657-2477

TURLOCK, CALIFORNIA, December 3. San Joaquin Valley Division TTOS 11th Annual Model Train Open House & Swap Meet in Arts Building at Stanislaus County Fairgrounds 10am-4pm. Seven operating layouts, continuous movies, speed races and pulling contests. Tables available. Admission $1, families $3. Contact: Jack Fisher, 642 Park St., Turlock, CA 95380; 209/632-2187.

ELMONT, NEW YORK, December 3 and January 14. St. Vincent DePaul Famous Train Meet at St. Vincent DePaul School Auditorium, 1510 DePaul Street 10am-4pm. Admission $4, under 12 free. Contact: Frank Deorio, 1500 DePaul St., Elmont, NY 11003; 516/352-2127 or 516/486-6658.

MARION, OHIO, December 9. Model & Toy Train Show at Marion Technical College Campus Student Center 11am-4pm. Operating trains, movies, artifacts, dealer tables, etc. Admission $1.50, under 12 free with adult. Contact: Jerry Richie, 614/389-5162 evenings.

CHARLOTTE, NORTH CAROLINA, December 9. Piedmont Carolina Model Train & Hobby Meet at Heritage U.S.A., exit 90 off I-77 9am-3pm. Admission $2.50, under 12 free. Contact: David Summerford, 520 B-4 Clanton Rd., Charlotte, NC 28217; 704/527-0392.

BURLINGTON, VERMONT, December 9. The Burlington Railroadiana & Model Railroad Christmas Show at the Burlington Municipal Auditorium, U.S.2 and Main Street, 10am-4pm. Adults $2.50, kids $1. Contact: Neilo Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

ALBANY, NEW YORK, December 10. Great Train Extravaganza, co-sponsored by Upstate Train Associates and Mohawk & Hudson Chapter NRHS, in Empire State Plaza Convention Center off I-787 10am-4pm. Exhibits and sales in all gauges and operating layouts. Adults $2.50, children 6-12 $1, families $7 max. Contact: Great Train Extravaganza, P.O. Box 12786, Albany, NY 12212; 518/374-9548.

BABYLON, NEW YORK, December 17. Babylon-Suffolk Nationals Train Meet at American Legion Hall Post 94, 22 Grove Place 9am-2pm. Admission $3. Contact: Ernie Knudsen, 516/691-7628.

NEW HOPE, PENNSYLVANIA, December 30. Toys & Trains and Collectibles Show, 8am-2pm at Firehouse Hall, Route 202 and Sugar Road. Admission $3, tables $9. Contact: Charles Gallus, P.O. Box 1036, Doyleston, PA 18901; phone 215/847-8749.

WINSLOW, NEW JERSEY, December 30. Train Meet and Collectible Toy Show & Sale at Winslow Township Firehouse Hall, Hay Road and Haul Street 8am-1pm. Adults $2, under 12 free with parent. Contact: Charles Gallus, P.O. Box 1036, Doylestown, PA 18901; 215/847-8749.

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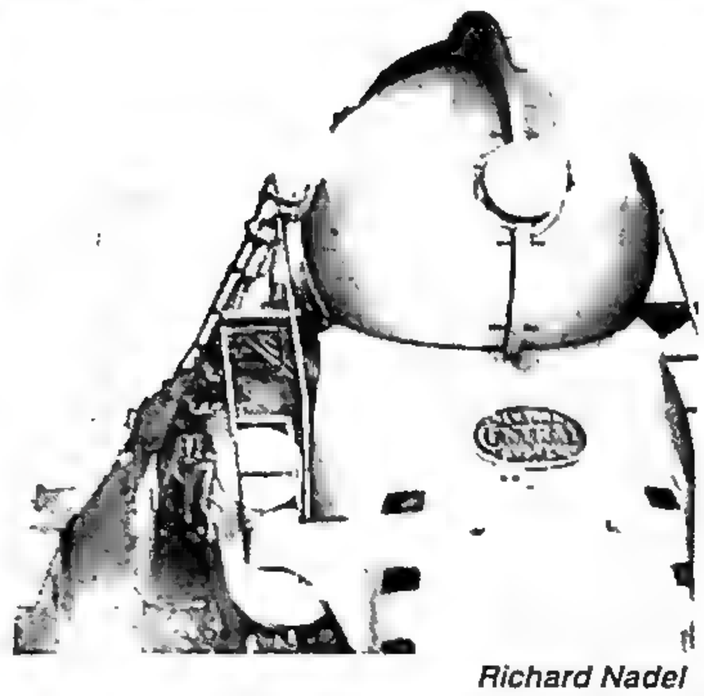

Richard Nadel

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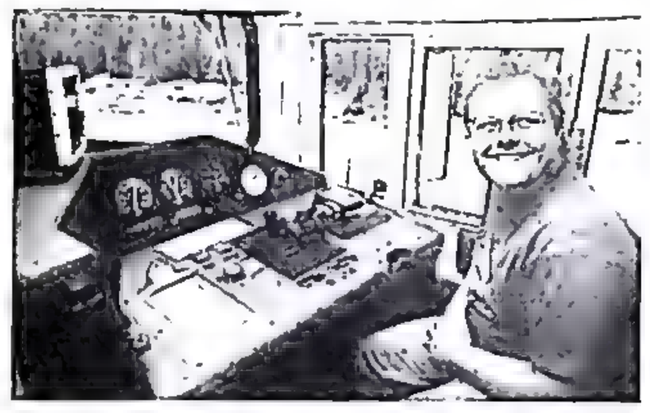

Blair Kooistra

The First Place winner of this year's Cover One Contest was initially introduced in this column with the March 1979 issue, which featured his coverage of BN's "Big Green Alcos of Vancouver." Now 29 years old, Blair is married and living in Ogden, Utah, which he describes as "a great *former* railroad town where SP and Rio Grande crews change out (the center of the Anschutz empire!) and, for the most part, UP trains headed east for North Platte blow by without stopping."

He further describes his career and personal life: "I'm chief photographer at the Ogden *Standard-Examiner*, meaning I run the photo department when my boss, the photo editor, takes a day off. I'm doing a little freelance work for Southern Pacific, and would like to get my act together enough to get some work off to other trade publication editors. I'd love for my hobby to become totally self-supporting, and perhaps the only way to do that any more is through corporate freelance work.

"I married my college honey, Carol MacPherson, in April 1989. We both graduated from Western Washington University in Bellingham, Washington, (me in 1984 and she in 1985) with liberal arts degrees in journalism. Carol's a copy editor at the S-E, and after four years of trying, we feel we've accomplished the impossible: both landing jobs at the same newspaper in a relatively small market. She's supportive of my obsession with railroads and has graciously donated one room of our two-bedroom apartment for

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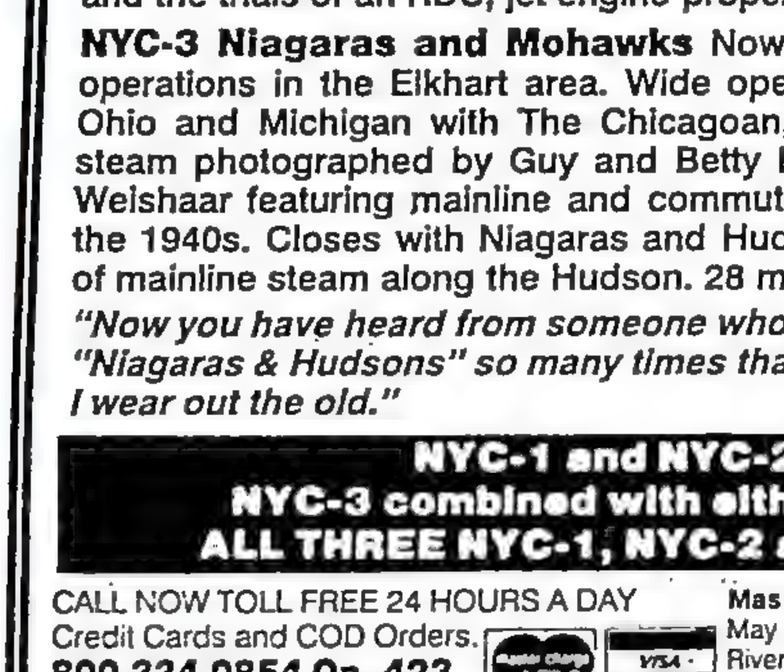

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train room," filled with books, magazines and a couple dozen Logan Boxes filled with slides. She didn't object too much when, on our honeymoon along the Oregon coast, I wanted to spend a morning chasing the Espee's Toledo Hauler through the moss-covered woods.

"My personal philosophy on railfanning isn't for everyone. I like getting out along trackside for the *total experience*: sleeping out in the boonies near the tracks for the morning light (my trusty Subaru 4×4 station wagon was my tent one winter night at Boulter Summit on the LA&SL when the mercury dipped to 20 below, and even the glass inside the car had quite a bit of ice on it from my condensed breath); studying USGS 7½-minute topographic maps (I have a stack of map photocopies from the state university piled in the corner of the train room); and using railroad condensed profiles or anything to gain me an upper hand on getting the magical trio of location, train and light to meet at the same time. I generally quit shooting by 9:00 or 10:00 a.m. and use the afternoon to nap or look for locations to use when the evening sun moves around. I found that, for me, the hobby became more enjoyable when I left the comfort of the guardrail for locations off the beaten path. I'd rather set up for one well-thought, stunningly-lit photograph than five scramble-and-shoot Grand Prix Moto-Psycho grab shots.

"I feel that for every railfan photographer out there with a reputation for good work, there's a handful whose work never gets published. Whether for their perceptions of the railfan magazine business, editor's personal tastes, lousy pay per publication or even shoddy reproduction or handling of priceless original transparencies, these guys who put untold hours of effort into taking their photographs never get their work across. It seems that most railfans are "monkey-see/monkey-do' when they take photographs. Whatever is published in their favorite magazines is the work that gets perpetuated over the years, and the hobby doesn't move ahead. Editors need to veer away from the 'safe' images and run some 'way out' stuff once in a while."

In parting, Blair's comment about his win-

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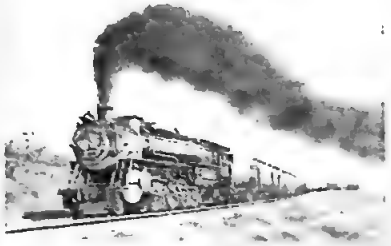

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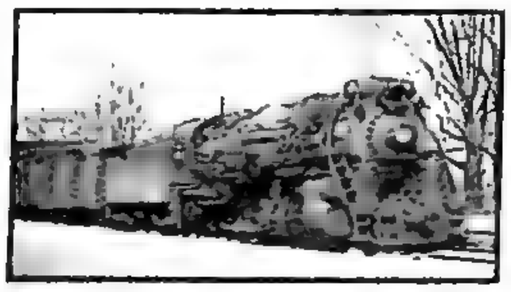

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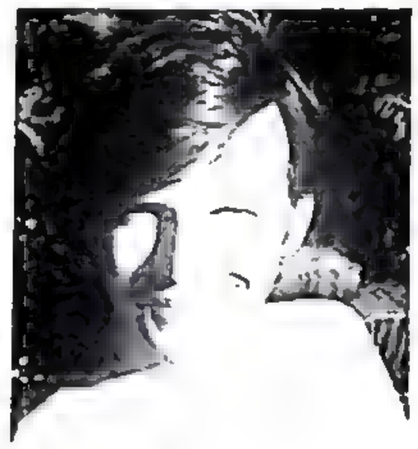

Nils Huxtable

The Second Place winner in this year's Cover One photo contest first became fascinated by trains when he was two years old. Born in Wales in 1948, Nils would spend many hours observing and drawing steam locomotives of the former Great Western Railway (British Railways' Western Region after 1948). As he describes his life with the railway, "summer train trips through France to Switzerland with my parents probably gave me the travel bug; ever since, staying in one place longer than 24 hours has proved difficult.

"A confirmed 'loco spotter' by 1957, I was thwarted in my ambition to collect the numbers of more than 10,000 BR steam locomotives by my parents' decision to emigrate to southern California. The SP's Glendale station, with its parade of *Daylights* and other varnish, became a favorite haunt, but the absence of steam was hard to accept, and the sight of GS4s on the dead line at Bakersfield only served to intensify a home-sickness that was as much a need for a whiff of hot steam, coal smoke and lubricating oil as for a glimpse of relatives, school chums and green valleys.

"First attempts at putting images of trains on film were disheartening. It was necessary, I discovered, to cock the shutter *before* firing it. And there was definitely a cause-and-effect relationship between the focusing ring and the sharpness of the picture. Equipped with a pre-war Super Ikonta, I spent the summer of 1961 in Britain, my vacation paid for by indulgent (and guilt-ridden) parents. Within minutes of arrival at Paddington station, I was horrified to find the existence of my beloved GWR 4-6-0s threatened by an invasion of diesel-

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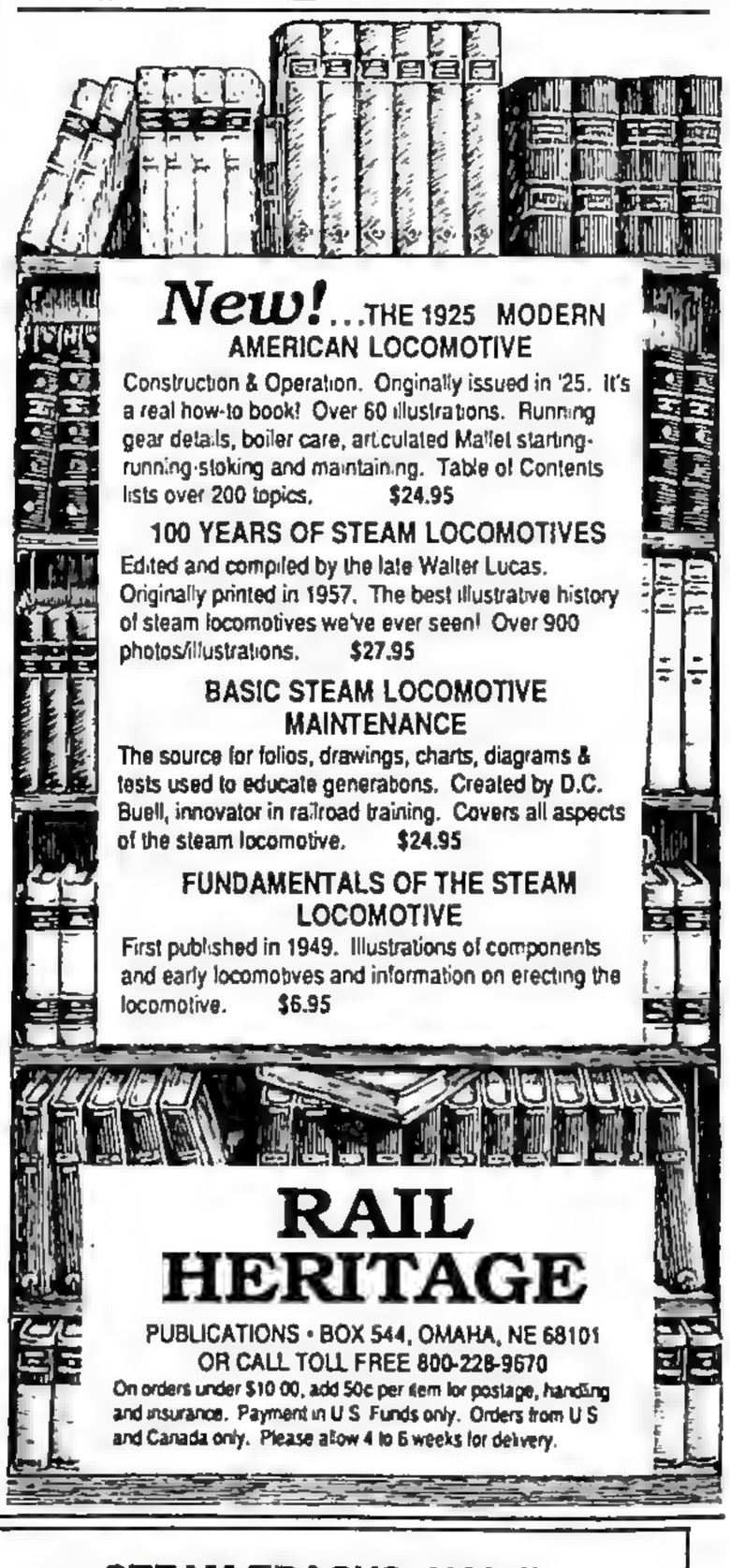

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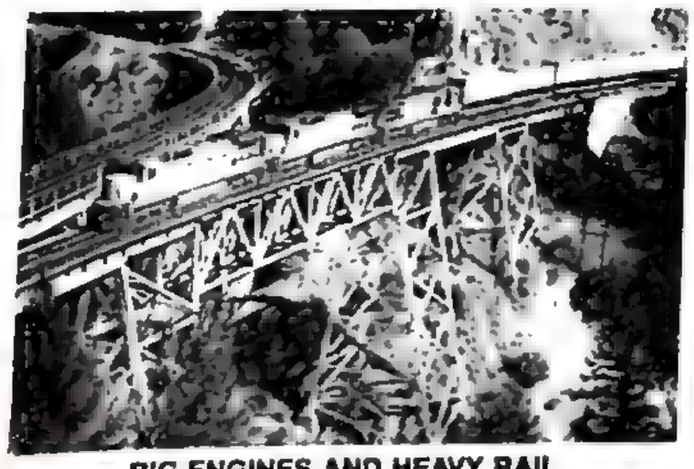

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raulics. (That the picture selected in the ...er One contest should be a TP&W diesel ...strates how completely I have come to ...ms with a former enemy.)

"The rapid decline of steam forced an acceleration of travel plans. Part-time jobs helped finance six more trips to Britain during the 1960s. One enduring memory is a cab ride aboard a Gresley three-cylinder A4 between Glasgow and Perth. By the end of the decade, however, the lure of French and German Pacifics, Spanish 4-8-4s and Garratts was too strong to resist. An Argus C-3 and an 8mm Yashica had supplemented the trusty Super Ikonta. Between overseas trips, there were always Tehachapi or Cajon on weekends, though diesel-powered freights and the occasional streamliner were still no match, in my jaundiced opinion, for Pacifics being cracked open to 100 m.p.h.

"After having worked at part-time jobs an average of 70 hours each week, no one was more surprised than me when I graduated from Cal-State Long Beach with a B.A. in English. That summer of 1970, I embarked on my first world steam safari, one that took me to New Zealand, Australia, Indonesia, Malaysia, "Thighland," (I mean, Thailand), Taiwan, Japan, the U.S.S.R. and Europe. Determined to reside, at least for a while, in a place located as close to some steam action as possible, I managed to obtain a job in Schaffhausen, Switzerland, which became a useful base for sojourns to those remaining pockets of steam operation in Western and Eastern Europe, as well as Turkey.

"These days, I make my home in Vancouver, Canada. When not teaching (what else does one do with a B.A. in English?), I publish railroad calendars, books and other memorabilia. Needless to say, steam locomotives feature prominently. Wanderlust has not left me though. On the contrary, South America, Africa, India and China have replaced Europe as prime travel destinations on the world steam scene. At the same time, I've begun to better appreciate the rewards of diesel photography, particularly in the West. Waiting for 'real' trains in remote locations like Palisade Canyon, Nevada, seems more sensible than chasing fantrip steam. A sign of old age?"

Nils' standard photo equipment consists of two Pentax LXs, 40-70mm and 80-200 zooms and a 135mm telephoto. He shoots color slides exclusively ("the unthinking man's medium," he says), and his contributions have appeared in *Locomotive & Railway Preservation*, *Pacific RailNews*, *Trains* and R&R.

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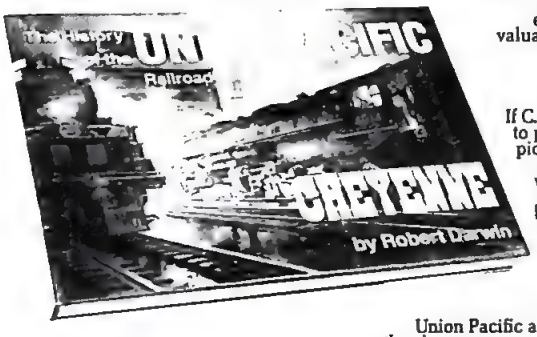

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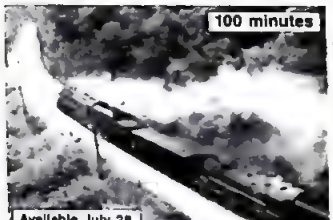

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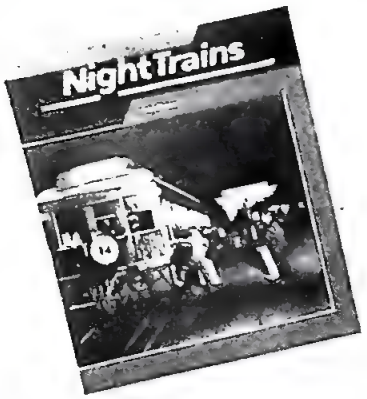

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Night Trains publication Nov. 15, 1989. ISBN 0-9621480-0-8, hardcover, $49.95. Large (8 1/2 x 11) format in 416 pages on acid-free stock, Smythe-sewn.

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Transit Currents

Los Angeles: The New

The cars aren't *all* red, but there is a distinctive red stripe down the side that indicates they are at least the Sons of Red Cars. The cars in question are the new light rail vehicles that are to be used on the Los Angeles-Long Beach line. June 22, 1989, saw the rollout of the first of the new red cars when No.100 was christened *City of Long Beach* with a bottle of champagne and its doors were opened for public inspection. Martin Gombert toured the cars at the light rail maintenance facility in North Long Beach and says that they have that new railcar smell. Cars are being tested at night on the North Long Beach test tracks. Martin writes that the light rail tracks are now completed along Long Beach Boulevard between Willow Street and Anaheim. He notes that the only work left is landscaping, overhead equipment and completion of the stations. Construction work is still going on south of Anaheim.

The cars are 87 feet long and able to carry a maximum of 230 passengers over the 22-mile route. The line is scheduled to open in July 1990. The vehicles, in a move similar to that of the purchase of the new South Shore line cars by the Northern Indiana Commuter Transportation District, came from a Japanese consortium with the Sumitomo Corporation of America as the trading company and Nippon Sharyo Siezo Kaisha as the builder. The basic color scheme of the big cars is white. Each of the articulated vehicles is 11'6" high and 8'9" wide and weighs in at 98,000 pounds. They are powered by trolley wire carrying 750 volts d.c. and are double-ended. The test track upon which they are being operated during summer 1989 is the area between the Los Angeles River and Willow Street in North Long Beach. Those seeking an informational brochure on the Blue Line, as it is called, should write to the Los Angeles County Transportation Commission, 403 W. 8th Street, Suite 500, Los Angeles, CA 90014, or phone 213/620-RAIL.

In other Los Angeles news, the plan to build the proposed San Fernando Valley rail line underground has not won speedy backing. Residents of the valley have fought either ground-level or elevated rail lines. This will probably go on for years if past history is any guide. At the same time, construction continues on the heavy rail transit line, which is being built by the Southern California Rapid Transit District. Although so far the system has prided itself on staying under budget, there are now some questions being raised, and auditors from the Urban Mass Transportation Administration have descended upon Los Angeles. Thanks to Martin Gombert, Douglas I. Duncan and John A. Lee for the information.

Restoration in St. Louis

While the Bi-State Development Agency will be getting its act together, and construction on the new St. Louis light rail system should be underway in the near future, there's also restoration work of historic electric cars in St. Louis. Don Scott writes that a St. Louis PCC car has returned to its home city after more than 30 years. Car 1164, formerly St. Louis Public Service 1743, was acquired from the East Troy, Wisconsin, Trolley Museum and arrived on June 26, 1989, at the National Museum of Transport aboard a low-boy trailer. The car was one of 70 surplus PCCs leased by Public Service of St. Louis to San Francisco in 1957; it was eventually sold to the San Francisco Municipal Railway in the early 1960s. The intent is to restore the car and once again see it in its original mountain ash scarlet and cream color scheme, which was similar to that used in Pittsburgh.

Don also writes that the trolley enthusiast members of the Transport Museum Association are now working to preserve and restore United Railways/St. Louis Public Service two-man, monitor-roof platform car 2250. This was one of the hundreds of cars built by the St. Louis Car Company to serve the crowds attending the 1904 World's Fair in St. Louis. Whether the cars will simply be cosmetically restored or fully operational in time for the opening of Metro Link light rail line in 1993 is still questionable. Let's hope that the cars are fully restored and operational. That could get things off to a blaze of glory. Again, thanks to Don Scott for the information.

San Diego Trolley: Let the Good Times Roll

In addition to having a light rail system that has become a model for other such ventures in the United States, the Metropolitan Transit Board in San Diego is enormously pleased at the award given to its new headquarters building at 12th Street and Imperial Avenue. The San Diego design awards of 1989 noted that it was the best new tall building in the region and that the juxtaposition of the building, the parking garage, the tall clock tower and the tension created by the trolleys rolling right through the base of the office building was a major boon to the area.

Roger Jenkins sent much information about the opening of San Diego's East Line on Sunday, June 25, and was kind enough to write a long letter. He notes that things were a bit scary about the opening of the new lin, as there were not enough cars to operate both the existing service and the expansion until

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Red Cars

rather close to the deadline. The new cars that have been ordered usually arrive on the basis of about one a week from the assembly plant in Sacramento. A fire in the wiring harness of a car that Roger thought was the 1046 caused extra-careful inspections to be made and held up delivery of cars; for a couple of weeks prior to the opening there were no cars delivered. When the new service started there were no spares, and the trolley yard was cleaned out!

Some bus service was dropped that roughly paralleled the new trolley line, and this has caused the trolleys to be so packed at rush hour that a fourth car is added to the 5:10 p.m. trip instead of the usual three-car consist. There is a problem in that the downtown terminal cannot accommodate four-car trains because of the shortness of the blocks, and four-car trains block the cross streets. Cars are added and dropped at the Imperial station, which is the site of the trolley barn. Roger notes that activity at 12th and Imperial around rush hour is a trolley fan's paradise with people transferring to and from the east and south lines and cars being added and cut.

Fortunately, there are now additional cars on hand and enough spares to give the operating folks at San Diego Trolley a breathing spell.

Construction on the Bayside line to the Convention Center has gotten under way. This line is only about a mile in length and joins the others at the 12th and Imperial station. It will be operated initially as a shuttle. Roger reports that the carbarn curve track to the Bayside line proved to be too tight a radius for the cars, so it had to be relaid to a longer radius. They'll have to employ more Purdue engineers out there.

Roger notes that the new east line is more picturesque than the south line, with curving tracks and a tree-shaded right-of-way. It also contains two single-track sections on bridges over freeways and one gauntlet track section. The line to Lemon Grove is side-of-the-road and from there to La Mesa is on private right-of-way. From La Mesa the track is side-of-the-road again for awhile, then private right-of-way to Grossmont. (Do I hear sighs of remembrance from Easterners with fragrant memories of the West Chester line of Red Arrow and the *Liberty Bell Limited* route of the Lehigh Valley Transit Company?) Thanks again to Roger Jenkins for all the information.

Baltimore: Groundbreaking for Metro Extension

It's not every city in the United States that has two major groundbreakings for rail projects within a few months of one another. In Baltimore there was a groundbreaking for the new light rail line in the late spring, and July 27, 1989, saw the groundbreaking for the extension of the Metro rapid transit system to Shot Tower and Johns Hopkins Hospital. The 1.5-mile extension will cost $326 million and will run from the present termi-

LEE DeGOLYER

DALLAS' McKINNEY AVENUE streetcar line, described in last month's TRANSIT CURRENTS, happens to be a showcase for restored vintage trolleys like this former Portuguese car at the intersection of McKinney Avenue and Maple-Routh on September 8, 1989. Rebuilt by the McKinney Avenue Transit Authority, the line opened on July 22, 1989, with a parade and considerable fanfare.

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nal at Charles Center to the Johns Hopkins Hospital. The cost is high because the project is located entirely under ground and will include two stations. The extension is expected to open in mid-1994. The current 14-mile Metro line from Charles Center northwest to Owings Mills carries about 50,000 people on an average weekday.

UMTA Administrator-designate Brian Clymer, in a groundbreaking speech, took note that breaking ground for a new rail transit line is an important event in the life of a community and normally something a city doesn't do very often. "Except in Baltimore; this is the second time it's happened this year." Clymer also noted that it was just about a century ago that electric traction got its major boost by the extensive electrification of the rail service in Richmond by a bonnetmaker's son from Connecticut named Frank Sprague.

In the *oops!* department, it appears that the Lone Star Cement Company goofed, and that the concrete used in the concrete ties on the extension of the Baltimore rapid transit line from Reisterstown Plaza to Owings Mills is defective after only a couple of years of use. The ties will have to be replaced to the tune of $5 million; this is for ties that were supposed to last 40 years. Thanks to Walter Cherivtch and Marion J. Zych for the news.

Flashes

Kim Pedersen of the Monorail Society (36450 Diego Drive, Fremont, CA 94536-5559) sends news that a 3300-foot-high skyscraper is being planned in downtown **TOKYO**; it has a price tag of over $33 billion and would be more than twice as tall as the Sears Tower in Chicago. What's interesting is that the building would be served by high-speed linear elevators and monorail trains running on spiral tracks. An extensive service would be needed to move people throughout the 1976 acres of floor space. Kim also sends news that the first of the new Mark VI monorail trains were delivered to Disney World on June 8. The new trains were built by Bombardier and are expected to be in full service with twelve trains operating by April 1990.

Frank Books sends news from **ASHEVILLE**, North Carolina, that the group called Asheville-Buncombe Discovery have raised $20,000 to purchase and refurbish two trolleys that originally ran in Asheville. The remarkably well-preserved cars were found in 1988 being used as storage space for a dry cleaning company. A problem is that the anticlimbers for the cars were embedded in the concrete in the streets of Spindale, probably to act as a bumper or divider. They'll have to be jack-hammered free from the sidewalks to be placed on the restored cars.

New Jersey Transit is making good progress with the rehabilitation of the **NEWARK CITY SUBWAY** cars. Sixteen of the 24 cars have been completely rehabilitated. The project involves rebuilding the motors and trucks as well as refurbishing the cars' interiors and exteriors. Thanks to Jon Goodman for the news.

The **NEW YORK CITY** Transit Authority dedicated a new passageway which, in cooperation with Boston Properties, links the IRT local at 51st Street and the IND subway at 53rd Street. A 200-foot-long concourse was built by Boston Properties as part of the link. The transfer between the lines is free.

Increasing patronage requires more parking space for the **BART**, station in downtown Hayward, California. A new parking garage will have 1180 stalls and will bring parking to 1617 total spaces. The garage is part of a major remodeling including the construction of 17 bus bays. Thanks to Tom McGarry for the news.

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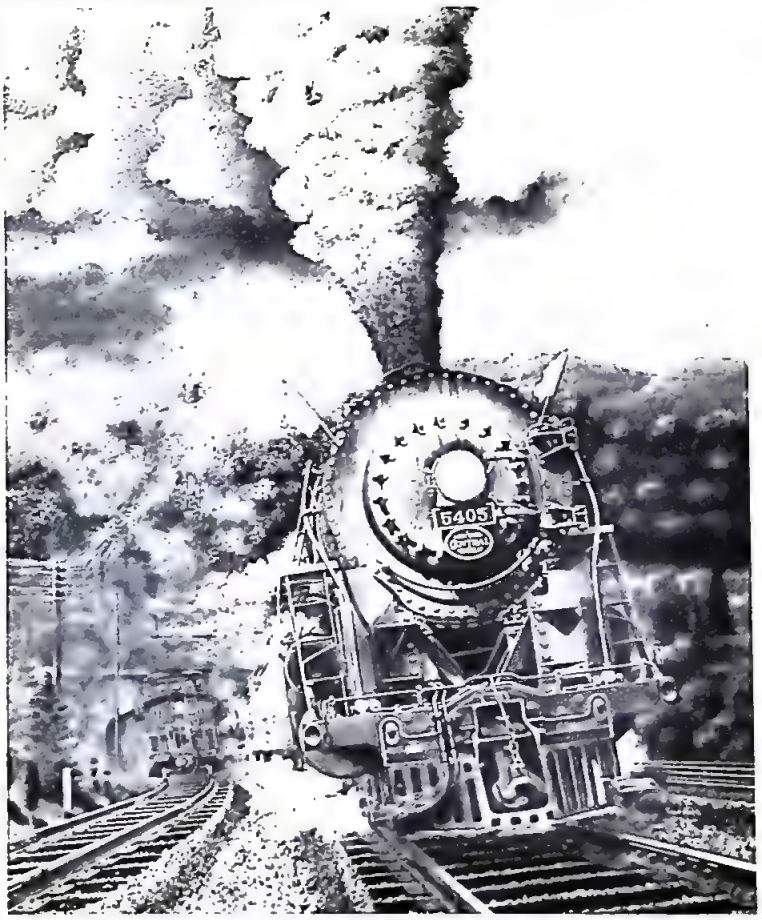

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Railnews

A DIRTY *DAYLIGHT* As we nearly predicted in MARKERS last month, Southern Pacific 4-8-4 4449 (page 98) showed up at the Portland Union Station on September 15, 1989, with its skirts removed and its brilliant color subdued under a water-soluable mix of linseed oil and tempera paint (the initially-planned black livery that we referred to last month was abandoned in favor of the heavy weathering). The occasion was the filming of the movie "Come See the Paradise" by Lilico Pictures. Directed by Alan Parker, who did "Mississippi Burning," and starring Dennis Quaid, it is about the internment of the Japanese residents in the U.S. during World War II. The release date and distributing company have not yet been announced.

The actual filming was done in the Portland Union Station on September 15, 16 and 18 with the 4449 and a handsome consist of heavyweight coaches from the Vancouver Chapter NRHS in British Columbia plus some SP MofW cars and an ex-NP coach from the Lake Whatcom Railway. Additional filming was done at Portland and on an SP branch at McCoy, Ore., with Mt. Rainier Scenic 2-8-2 No.5 on September 12 and 13 with two Mt. Rainier cars and an ex-SP sleeper from the Pacific Northwest Chapter NRHS. All equipment was painted in the water-soluable colors, which were removed shortly after the movie work.

The 4449 will be back in skirted dress for the excursion over Burlington Northern and the Washington Central on November 4-5 from Portland to Yakima for the Yakima Centennial Railfest the following weekend (see TIMETABLE). There will then be a return trip to Portland on the 18th and 19th.

TEXAS & PACIFIC 316 The high point of the Texas State Railroad's Railfan Weekend on September 9-10, 1989, hosted by the (T&P) 610 Historical Foundation, was the repainting and relettering of TSR 4-6-0 201 to reflect her true heritage as Texas & Pacific 316. Some 80 railfans in attendance were treated to a Saturday mixed train behind the 316 from Palestine to Maydelle and return. Many photo runbys were held, some with the trailing combine and coach cut off to allow for photos of a simulated freight passing through the northeast Texas countryside (page 98). After a barbecue supper at the Palestine station, a night photo session was held with the 316 in numerous locations and with the static displayed T&P 2-10-4 610 alongside.

The 316 was built for the T&P by Alco-Cooke in 1902 and later sold to Texas short line Paris & Mount Pleasant. Donated to the City of Abilene for display in 1955, she was finally transferred to the Texas State Railroad in 1974 and subsequently rebuilt for service wearing TSR number 201 — REID McNAUGHT.

ATLANTA & WEST POINT 4-6-2 290 Having passed the FRA boiler steam-up on June 13, 1989, ex-A&WP 4-6-2 290 was reassembled for excursion service by the New Georgia Railroad. On September 1, the 290 ran light test runs from the NGRR's ex-Pullman shops to downtown Atlanta and back. Several small steam leaks appeared but were corrected along with final cosmetic work. She then made test runs with twelve stainless steel and heavyweight cars on the 6th. On September 10, the 290 and two ex-Southern FP7s powered the first excursion run to Macon, Ga., on the Southern, exceeding 45 m.p.h. at times. An overheated trailer truck bearing forced the 290 to spend the night in Macon while the train returned to Atlanta behind the FP7s. Repairs have since been made on the 4-6-2, and although its planned September 23 trip was cancelled by Hurricane Hugo, an October 21 run from Atlanta to Rome, Ga., was in the works.

The 4-6-2 will be the main steam power on the NGRR through the end of 1989, as the Savannah & Atlanta 4-6-2 needs running gear work. The NGRR operates weekend steam excursions over an 18-mile loop around Atlanta. On selected weekends, NGRR trains will run into Stone Mountain State Park over a recently-completed one-mile connector from CSX. E8s 6901 (ex-SOU) and 6902 (ex-NJT 4251, nee-NYC 4084) and ex-SOU FP7s 3498 and 3499 may fill in for the steam locomotives when needed — MAX WALLACE.

FLASHBULBS ARE BACK Night photographers take heart. GTE/Sylvania has sold the production machinery for Number 2, Number 3 and Type FF-33 flashbulbs to EG&G Corporation of Wellesley, Massachusetts. EG&G plans to move the production line to Shannon, Ireland, and begin making bulbs during the first quarter of 1990. According to EG&G, the bulbs are in demand by the auto industry which uses them for crash test photography, professional photographers and theatrical groups who use them for special effects. No mention was made of the railfan night photo market. The bulbs will be added to the Electro-Optics division of EG&G which already manufactures lamps for photocopiers, strobes and beaconry. Pricing for the flashbulbs has yet to be established.

EG&G has sales of over $1.4 billion annually, and its products range from mechanical calibration instruments to nuclear site management. Would you believe EG&G stands for Edgerton, Germeshausen & Grier? — WALTER A. APPEL.

JERSEY CENTRAL On September 17, 1989, the Anthracite Railroads Historical Society sponsored a round trip excursion from Jim Thorpe, Pennsylvania, west to Haucks over ex-CNJ trackage now operated by the Panther Valley Railroad. The initially-advertised power for the trip, the Hawk Mountain NRHS Chapter's ex-CNJ RS3 1554, had mechanical problems, and the "star" of the show, the ARHS' newly-restored Jersey Central F3, was cosmetically complete but not yet fully serviceable. As a result, the idling but not "loading" F3 led the three-car passenger train with Panther Valley U33B 2930 on the rear providing the actual motive power. There were numerous photo runbys during the day and flash photo sessions both nights before and after the trip (page 97) with the F3 and RS3.

The F3 was purchased as an empty hulk from the Bangor & Aroostook (BAR No.46) in January 1986; BAR 44, a fully serviceable F3, was obtained by the Tri-State Chapter NRHS at the same time (May '86 R&R). The 46 was repowered in the Reading Shops with the innards from Santa Fe's prototype CF7 2649 (June '89 R&R), which was then scrapped when efforts to preserve it failed. The F3 was painted this summer in the Jersey Central's tangerine and blue livery and lettered as Central Railroad of Pennsylvania 56 (an actual CRP number was used as the CNJ F3s were numbered 50-59; the 56 reflects the units heritage as BAR 506/46). Restoration on the unit will continue at Jim Thorpe, and the 56 should be fully serviceable in the near future.

THE MONON-PAINTED Fs August 12, 1989, marked the Central Railroad Company of Indianapolis' start-up on 123 miles of track in north-central Indiana, leased from Norfolk Southern. The new line consists of segments of the former-NKP Indianapolis and Michigan City districts between Argos and Tipton and the Marion District between Frankfort and Marion, which cross at Kokomo, where the line maintains its headquarters.

As of late September 1989, the Central owned two smartly-painted SW1200s (1201-1202) for switching duty and was awaiting arrival of an ex-N&W GP9 and GP18 to handle road hauls. In the meantime, the Central has leased the Indiana Transportation Museum's Monon-scheme F7 83 and FP7 86 (ex-Milwaukee 83A and 96C) for road freight service (page 97). The Fs will return to ITM after the N&W Geeps arrive.

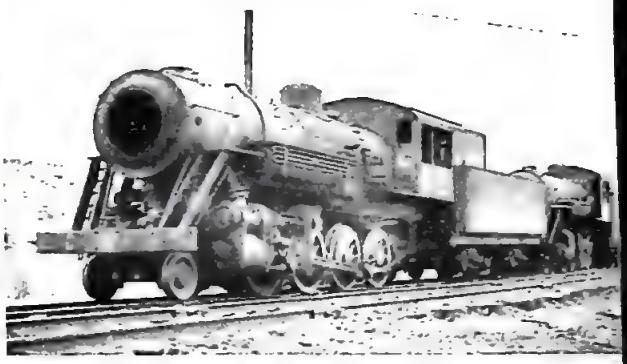
GRAND CANYON RAILWAY Trains returned to the Grand Canyon on September 17, 1989, when former LS&I 2-8-0 No.18 broke a red, white & blue ribbon in front of the refurbished Grand Canyon depot. The revival of the historic 64-mile line is part of an $80 million development under the direction of Phoenix industrialist and real estate mogul Max Blegert and his wife Thelma. The event drew a crowd estimated at 5000 to the start of operations at Williams, Arizona (population 2400). The National Park Service and environmental organizations participated in the celebration and a lot of the planning for the GCR, and they support the railroad as a method to reduce auto pollution and traffic at the south rim of the canyon.

The September 17 run from the refurbished former Santa Fe station and Harvey House Hotel at Williams was for the press and VIPs. On the 18th, the first revenue run was made, with beyond-capacity crowds being turned away. Even before a steam-driven wheel had turned on the GCR, 4000 reservations had been made for the remainder of 1989 and 1000 for 1990.

Extensively rebuilt by the LS&I in 1930, the 1910-built Alco Con-

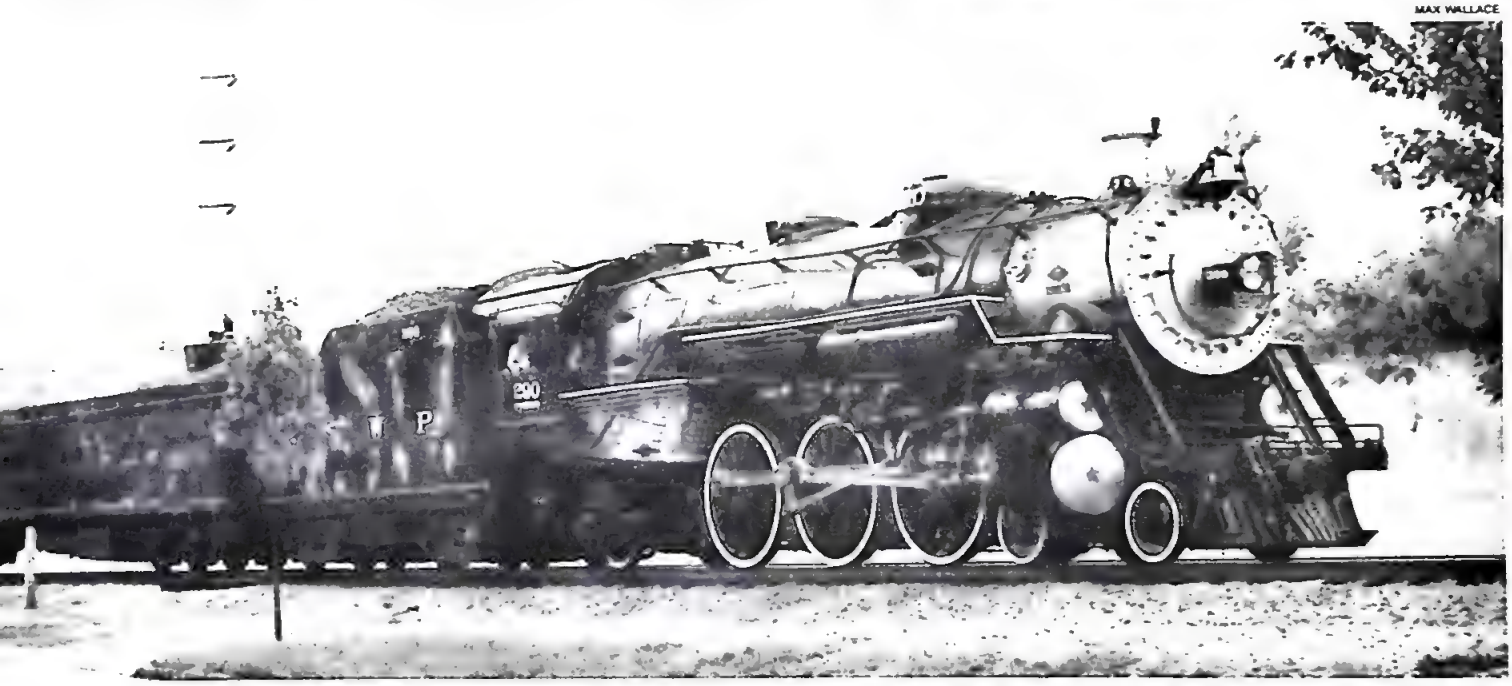
TWO GCR PHOTOS HAL LEWIS

GRAND CANYON RAILWAY operations got under way September 17 with ex-LS&I 2-8-0 18 powering a VIP train from Williams, Arizona, north to the Grand Canyon depot. On the 18th, she led GCR's ex-AT&SF GP7s 2072 and 2134 (left) back to Williams with seven ex-SP Harriman commute cars filled to capacity with the tourist line's first revenue riders. Three other ex-LS&I 2-8-0s — 19, 20 (below) and 29 — will be rebuilt for passenger service at the GCR's shop in Williams, and ex-CB&Q 2-8-2 4960 has recently joined the stable. Larger engines are being sought as well.



ATLANTA & WEST POINT 4-6-2 290, first steamed up for light testing on the New Georgia Railroad on September 1, 1989, made its first test runs with a train on September 6 (below), taking twelve stainless steel and heavyweight cars around the 18-mile Atlanta Loop.

MAX WALLACE



solidation 18 arrived at Williams on August 27, 1989. GCR Chief Mechanical Officer Gary Bensman and his crew worked feverishly on the 18, completing its test run just a few hours before the September startup ceremony. She performed well on the run to the canyon, with GCR's GP7s 2072 and 2134 on the back end of the train of seven ex-SP Harriman commute cars. Unfortunately, a bearing on one of the tender wheels ran hot, and the 18 stayed overnight at the canyon so repairs could be made. The 2-8-0 headed the September 18 run back to Williams. Weekend service with the 18 will continue through December 3.

The GCR has purchased ex-CB&Q 2-8-2 4960 to complement the four former-LS&I Consolidations (18, 19, 20 and 29), and it's expected to arrive by November 1989. Two or three large Mikes or Mountain types are also being sought by the GCR; the NdeM 4-8-4s being considered earlier are now apparently out of the picture. Large power of some kind is needed to pull proposed trains of eight to ten cars, since the 18 is limited to five cars by the numerous 2% and 3% grades on the line. By 1991, the GCR should have the largest stable of operating standard gauge steam locos in the U.S.

The Blegert's ambitious plans call for expansion of the railroad, construction of hotels and a theme park and participation in National Park Service planning to relieve auto congestion at the canyon. The operation is a boon to railfans with families, since the attractions in the area are varied and appeal to people of all ages and interests. The centerpiece, the Grand Canyon itself, is probably the most impressive natural attraction in North America — HAL LEWIS.

TWO 765 TRIPS CANCELED The 1000-plus people who purchased tickets to ride behind NKP 2-8-4 765 from Fort Wayne to Peru and Lafayette, Indiana, during the weekend of September 9 and 10, 1989, got quite a surprise. Five minutes before trip time on September 9, Norfolk Southern officials stepped into the cab and informed the trip sponsors that both excursions were canceled. Period.

In spite of numerous satisfactory inspections by NS personnel immediately prior to the trip, the NS said that the trips were canceled on mechanical grounds. There was nothing the trip sponsors could do except break the news to the trainload of people. The non-profit Fort Wayne Railway Historical Society, owners of the 765 and sponsors of that weekend's excursions, suffered a major financial blow, for not only did they have to refund the ticket price but also had considerable money invested in coal and water for the locomotive, several hundred box lunches and more than 40 cases of soda.

Although there was concern that the train would be "trapped" in

its home at the Casad industrial park with only NS access, the railroad did permit the 765 and train to be moved to Conrail, and on September 23-24 it performed two flawless trips from Orrville, Ohio, to Pittsburgh — Conrail found no "mechanical problems" with either the engine or train. To avoid possible NS entrapment next spring, the 765 will spend the winter inside the erecting hall of the old Lima Locomotive Works (now owned by Joseph Kovalchick of East Broad Top fame) in Lima, Ohio. To compensate for the revenue loss of the canceled trips, Fort Wayne sold three of its ex-PRR P70 coaches to the Railroaders Memorial Museum of Altoona where they will be used with K4 1361.

When tempers cool, the Fort Wayne group hopes to sort out the "political" reasons behind the railroad's abrupt action and resolve the matter in a professional manner.

SD60MACs The "Big MACs" will be the next wave of super locomotives from EMD. Over the next two to three years, in partnership with Seimens AG of West Germany, EMD will produce four prototype SD60MAC diesel-electrics (page 4) being touted as "the first all-new freight locomotives built and operated in North America featuring a.c. technology for heavy-haul applications."

Three-phase induction-type Seimens traction motors will be housed in new HTCR trucks combining high-traction (HT), three-axles (C) and self-steering radial wheelsets (R) which are designed to reduce rail and wheel wear on curves while maintaining maximum adhesion. Testing of this truck design has already been done at the AAR Test Center in Pueblo, Colorado, and previous studies of a four-axle HTBB radial truck on BN SDP45 6599 (January and July '85 R&Rs) no doubt contributed to this pre-production version for the SD60MACs. In addition to the a.c. drive systems engineered by EMD and Seimens, the SD60MACs will have the console controls and "super cabs" like the production model SD60Ms. On display at the La Grange open house on September 17 was ex-SDP40F test bed 268 (ex-Amtrak 531) equipped with the full a.c. transmission system.

The first North American application of the Seimens a.c. system in production locomotives is the pair of prototype F69PH passenger units for Amtrak (October '89 R&R) which are undergoing tests at the AAR Pueblo Test Center. In December 1989 the F69PHs will embark on a coast-to-coast tour reminiscent of the FT's 83,764-mile journey in 1939-40 to demonstrate the a.c. system's advantages over conventional d.c. traction motors. Just as the FT demonstrated in 1939 by proving that diesels could handle heavy freight work, the Big MACs will then put into freight service the a.c. system introduced on the Amtrak F69PHs.

DAKOTA SOUTHERN Operating out of Chamberlain, South Dakota, on 258 miles of ex-Milwaukee Road track, the Dakota Southern Railway has repainted its ex-Milwaukee SD9 506 (page 4) in celebration of the South Dakota State Centennial. The 506 and ex-Milwaukee SD7 522 were both purchased from NRE Leasing in late 1986, joining SD7 512 which was acquired from NRE in July 1985. All three SDs had been leased by NRE to the Wisconsin & Southern during 1980-81. The 512 and ex-City of Prineville S3 103 now wear Dakota Southern's red and black Rock Island-inspired livery, and the 522 is expected to be similarly painted during late 1989 "if the weather cooperates." Other power includes a pair of GE 70-tonners for the Sisseton Southern and ex-UP DDA40X 6925; no, there aren't any plans of doing up the Centennial in RI colors.

Present operations on the Dakota Southern are largely dependent on the irregular needs of on-line agricultural shippers, but railfans are welcome to phone the railroad at 605/734-6595 to find out when and where trains will be running.

THE *TEXAS LIMITED* Largely the product of Houston businessman Franklin Denson, the *Texas Limited* excursion service was launched on September 1, 1989, providing the first regularly-scheduled passenger train between Houston and Galveston in 23 years. A promotional run was made for the media and VIPs the previous day. The published timetable has the *Texas Limited* making one round trip out of Houston on Thursday, Friday and Sunday and two round trips on Saturday. Initial power has been Santa Fe GP7u's 2140 and 2240, although plans called for the lease of two F7As from Mountain Diesel. The present five-car consist includes two coaches from NJT (one still has faded "Rock Island" markings on it) and a dome coach, lounge car and lounge-observation from the Roaring Fork collection.

The train operates on 50 miles of track owned by SP; Santa Fe; the Galveston, Houston & Henderson and Galveston Wharves between the the ex-SP Amtrak station at 902 Washington Avenue in Houston and The Railroad Museum, 25th and Strand, in Galveston. Round trip coach fares are $25.00 for adults and $17.50 for children under twelve; First Class fares are $30.00 for adults and $21.00 for children. For information and reservations phone 713/522-9090 — REID McNAUGHT.

IOWA INTERSTATE's ALCO In November 1988, the Iowa Interstate broke the "purity" of its all-Geep roster (plus one SW1200) by purchasing D&H RS36 5015. By February 1989 the Alco was operational and renumbered to 900, but not until late summer was it painted in the basic IAIS scheme of black with red stripe and yellow trim. The front and rear ends have yellow chevron stripes for added visibility, and for easy identification, the designation "RS36" is painted on the cab. IAIS Chief Mechanical Officer Fred Cheney, an ex-D&H man himself, reportedly had something to do with the acquisition of the unit, which has certainly been a welcome addition to the motive power fleet following the July 30, 1989, head-on wreck near Altoona, Iowa, which totalled GP10s 401, 406 and 470, heavily damaged GP7 309 and GP8 471 and killed two crew members.

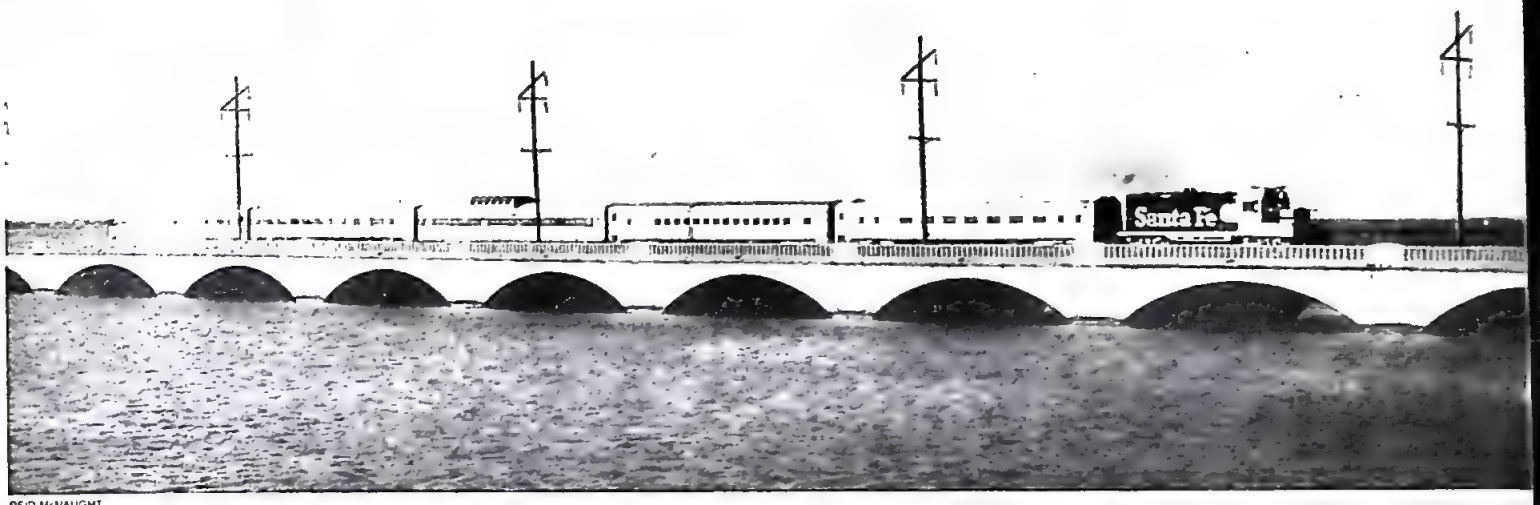
For its inaugural run, an Omaha Camerail Club fantrip from Council Bluffs to Atlantic, Ia., on July 22, the 900 was not yet equipped with the mandatory FRA window glass and had to operate as a trailing unit with its windows blanked over with black paint and its cab carrying a sign forbidding occupancy. The Alco was a real crowd-pleaser, however, as Geep 400 was used only as a control cab and the Alco did the splendidly noisy work.

CHICAGO RTA E9 With their E9 10C (ex-ARR 2402, ex-Amtrak 434, nee-Milwaukee Road 32A) in the shop for Head End Power repairs in late August 1989, Wisconsin's Scenic Rail Dining leased Chicago RTA E9 518 for about a week to continue operation of their very successful dinner train service. The trains run six days a week with four-hour round trips between Milwaukee and Horicon as follows: noon-4:00 p.m Tuesday through Thursday; 6:30-10:30 p.m. on Wednsday, Friday and Saturday; 1:00-5:00 p.m. on Sunday. Fares, which include the train ride, four-course gourmet meal served onboard and gratuities, range from $48.00 to $62.00 per person (seated four per table) or $150 for couples seated privately in the parlor car. For further information phone Scenic Rail Dining at 414/354-5544. Some R&R readers who have ridden the train give it rave reviews for food and service.

THE NEW CSX In August 1989, the Huntington, West Virginia, shops of CSX turned out SD40-2 8420 (a converted C&O SD40) in a one-of-a-kind paint scheme that is being evaluated as a possible replacement for the railroad's current "stealth gray" livery (page 74, June '89 R&R). During the third week of September it was on display at Jacksonville, Florida, for inspection by company officials, but the viewing was reportedly cut short by the approach of Hurricane Hugo. With yellow applied to its nose, rear end, handrails and frame, plus the return of the blue roof, the 8420 (page 4) reflects both L&N and C&O heritage. As of late September, no decision had yet been made to make the new livery a CSX systemwide standard.

WACCAMAW COAST LINE This county-owned common carrier operates freight service on 14.6 miles of former-ACL trackage near the northeastern seacoast of South Carolina from Conway east to a stub end at Myrtle Beach. Initial freight operations were with ex-N&W GP18 943 painted in ACL's classy regal purple and silver colors. The trackage was purchased from the Seaboard System in 1984 and operated by the Horry County Railroad owned by Willard Formyduval. Contrary to our July 1988 news story, Willard was no longer involved in the railroad when the Waccamaw Coast Line, owned by Grayolin Formyduval (Willard's brother), began operations in November 1987.

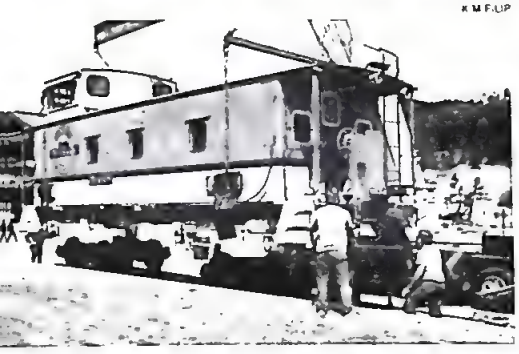
An excursion train runs from Conway for private charters and special events, and a dinner train is in the future plans. The WCL will



REID McNAUGHT

THE *TEXAS LIMITED* began its regularly-scheduled excursion service between Houston and Galveston September 1, 1989, using Santa Fe GP7u's 2140 and 2240 and an attractive five-car consist including a dome-coach and lounge-observation. By September 7, when the train was seen crossing the West Bay causeway southbound into Galveston behind the 2240 (above), it had been decided that only one Geep was needed on each run. Original plans to use Mountain Diesel F7s apparently were not finalized in time for the launch of the *Texas Limited*.

K.M.F.U.P.



A RIO GRANDE CABOOSE was placed on panel track (above) near Moffat Tunnel at Winter Park, Colorado, on August 15, 1989. It will serve as an information booth and small museum commemorating the ski resort's 50th Anniversary.

GEORGE COCKLE

IOWA INTERSTATE's ALCO, ex-D&H RS36 5015, shows off its new black and red IAIS paint and road number (right) at the railroad's Council Bluffs facility on August 30, 1989. Its acquisition credited partly to IAIS C.M.O. Fred Cheney, the unit is their only deviation from EMD power.

hold its first annual "Railfan's Weekend" October 5-7, 1989, to include photo freight, mixed and all-passenger consists. In the last year, WCL has purchased in addition to its GP18, ex-Southern NW2 1040, former-AT&SF CF7 2480 (see page 2) and Milwaukee F7A 88C. All are now painted in ACL purple and lettered for WCL. Most recently, former-SR FT B-unit steam generator car 960602 (ex-SR 4315) was purchased from the Railway Exposition Company in Cincinnati, and former-New Jersey Transit E8 4257 (nee-PRR 5797A) was bought from Kasten Railcar. Plans are to make the steam generator serviceable with paint to match the F7A. The E8 will eventually get the Illinois Central *Panama Limited* livery lettered "Waccamaw Excursions."

Information on the Waccamaw Coast Line can be obtained by writing (SASE please) Waccamaw Excursions, P.O. Box 14732, Surfside Beach, SC 29587.

NEW HOG CARS April 1989 saw the release of new triple-deck livestock cars from Gunderson Railcar of Portland, Oregon. Built to order for UP, they feature end-loading doors and a series of slats over each grated window that can be closed like Venetian blinds to protect the four-legged passengers from the elements. Like the prototype car which was tested on UP's North Platte-Los Angeles hog trains during 1988, the production models were "kitbashed" from double plug-door boxcars. Their 60-foot length and triple-deck interior can hold roughly 300 hogs, a 50% increase from the 200-hog capacity of UP's older 40-foot hog cars. They're owned by General American Transportation Corporation and carry the reporting marks HOGX. At press time, the new cars were already in service hauling hogs from Marysville, Kansas, to the Farmer John plant in Los Angeles by way of North Platte (September '88 R&R).

As an aside, Conrail no longer delivers 91-foot, double-deck carloads of steers to Linden Packing at Newark, New Jersey (September '88 MARKERS). Conrail had been setting out an average of six cars per week for Linden Packing during 1988, and there are now no more stock movements on Conrail.

A RIO GRANDE CABOOSE To honor the 50th Anniversary of the Winter Park ski resort, Denver & Rio Grande Western caboose 01448 was repainted into *Ski Train* livery and placed on display on a panel of track at Winter Park, Colo., almost within sight of Moffat Tunnel. It will serve as an information booth and a small museum displaying items related to the 50th Anniversary. The caboose was trucked to Winter Park from Denver and placed on its track on August 15, 1989.

The actual acquisition was a cooperative gesture. Ansco Investment Corporation, operators of the *Ski Train*, bought the caboose from the D&RGW and transported it to the display sight. The Winter Park resort will furnish the interior and staff the museum.

The diesel that tamed Hoosac

PHOTOGRAPHY: JIM SHAUGHNESSY

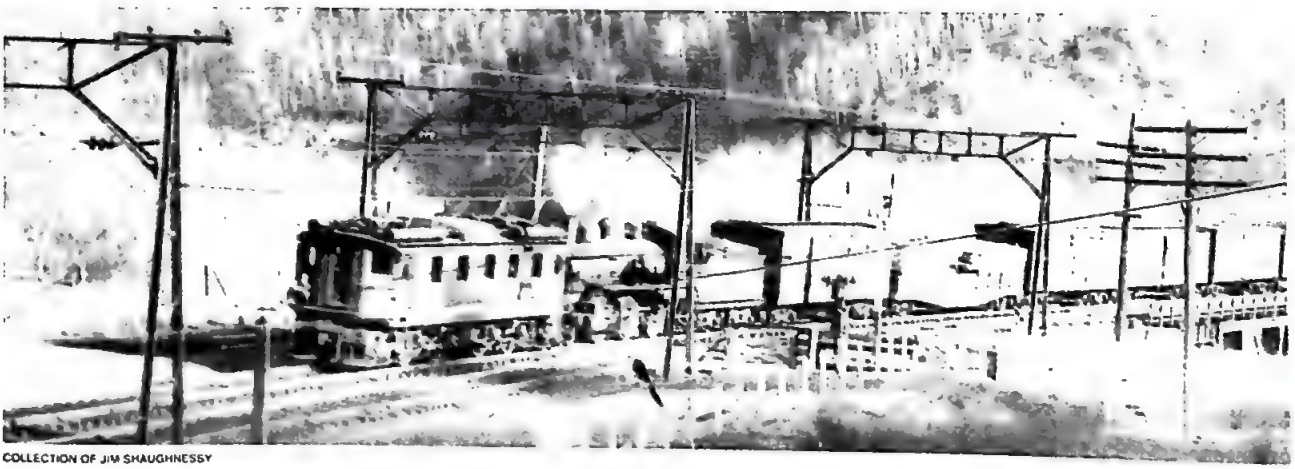
The Boston & Maine's FTs in action

Opened in 1875 as the world's longest tunnel, Hoosac Tunnel in the Berkshire Hills just east of North Adams, Massachusetts, had taken the Boston & Maine Railroad 22 years, $14 million and 195 lives to build. The 4¾-mile-long granite bore gave the B&M an immediate advantage over the rival Boston & Albany with a 600-foot lower crossing of the Berkshires. In spite of ventilation initially by a central shaft and then by a steam-driven fan, the 0.5% ascending grades from each end that peaked in the center of the bore were a major problem for steam locomotives. After trying oil-burners, the B&M finally electrified the tunnel in 1910-11 with an 11,000-volt, 25-cycle, single-phase a.c. system using Baldwin-Westinghouse 1B+B1 boxcab locomotives. By 1917 there were seven of the motors at work hauling trains through the tunnel on a 7.9-mile zone from North Adams to a yard just east of the tunnel. The steam locomotives, with fires banked, would be pulled through the tunnel with their trains.

While electrification cleared the air in the tunnel, it was an expensive operational nuisance. The B&M, which hosted the EMD demonstrator 103 through Hoosac in September 1940, was quick to realize the potential of the diesel for taming the tunnel once and for all. They placed an order and received their first six A-B FT sets in late 1943. By November 1944 they rostered a total of 24 A-B sets (4200AB-4223AB). The wires in Hoosac Tunnel came down in 1946.

Jim Shaughnessy remembers that the diesels pushed steam entirely off

HOOSAC TUNNEL prompted the B&M to dieselize quickly to eliminate steam power and the 7.9-mile electrification all in one move. The westbound in the vintage view (bottom right) was typical with the 2-6-0 being pulled through the tunnel behind a boxcab motor. Westbound FTs in mid-1953 are shown (below) approaching the east portal and (right) exiting the west portal.



COLLECTION OF JIM SHAUGHNESSY

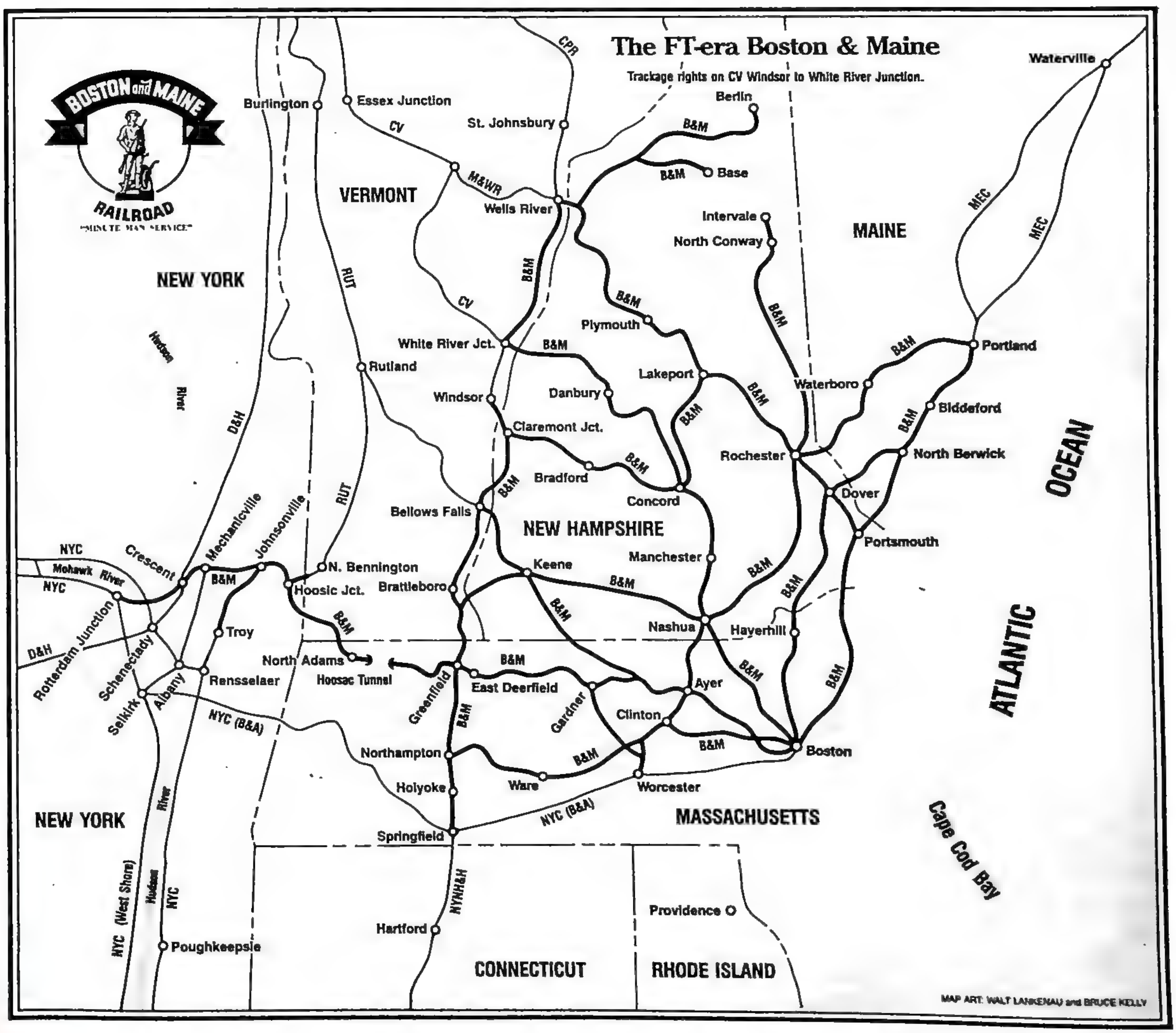
APRIL 18, 1953, found FTs working after dark at Mechanicville, N.Y. The 4215 on an eastbound freight (above) was halted at the signal guarding the D&H crossing at XO Tower. The 4221 (below) was teamed up with an F7 on another eastbound. Jim Shaughnessy was an early practitioner of open flash night photography, and the B&M at Mechanicville was a convenient place to find plenty of action.

the B&M west of the tunnel, and the shop buildings in Mechanicville were converted into the railroad's first diesel shop, with run-through ramps. While Pacifics still hauled commuters out of Boston and 2-6-0s rambled the branches east of the tunnel, the B&M's big steam road power was sold off — the B&O made good use of the handsome 4-8-2s while the SP and Santa Fe made the homely 2-8-4s even uglier. By the late 1940s, the only B&M steam west of Hoosac Tunnel was a 4-6-2 used on the Rutland passenger pool from Rutland, Vt., to Troy, N.Y.

Boston & Maine FTs were not particularly desired photo subjects by Shaughnessy in the early 1950s, but they were numerous and seemed to be just about everywhere. As he puts it, "they were sort of like New York Central Hudsons . . . all the same and all dirty." He even felt a bit of resentment toward the FTs for denying him the opportunity to photograph big B&M steam (he didn't have a car until 1952).

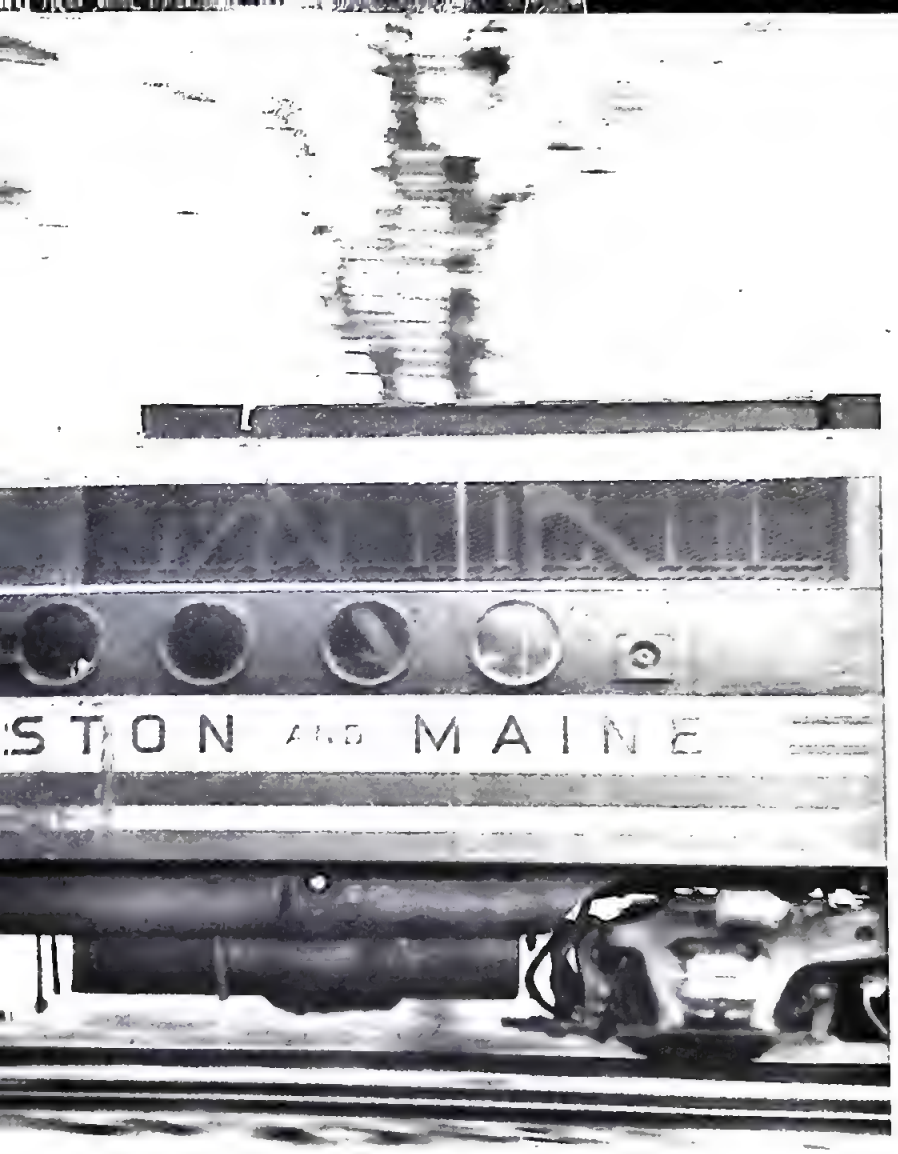
But Shaughnessy did photograph the B&M FTs and used them as subjects to develop his photographic skills, using the 4×5 Graphic for pan photos and night shots as well as typical action. Unfortunately, he was concentrating on black & white at the time and doesn't have a single color photo of the classic maroon and gold FTs. As he notes, "it was nice to see the new McGinnis blue and white paint show up, and the FTs sort of slipped away." In 1957 they were traded in to EMD on the fleet of GP9s 1700-1749 that are so common even today. Shaughnessy's photos are a superb collection that document these earliest of road freight diesels in a style of photography that we take for granted today but that was rare in its quantity and quality in the 1950s.

Jim also recalls the locomotives themselves. "I remember the FTs as be-



ing unique in that they could rev-up for what seemed like two or three minutes before any movement took place at the wheels — like they were winding up some giant internal rubber band. They had a relatively quiet drone. Toward the end they got pretty grimy, as I don't believe any were ever repainted except for some possible wreck damage. It was a real testimony to the quality of EMD's wartime paint jobs."

So study the photos on these pages, for they portray the FT doing the job the 103 promised it could do back in September 1940 — J.B.



THE 35 MILES in New York State from Mechanicville to the Vermont border provided some excellent places to catch B&M trains and were an easy drive from Shaughnessy's home in Troy. The 4205 (left) was making good time on an eastbound at East Buskirk on May 7, 1955, as Shaughnessy panned the action. A short while earlier that same day and a few miles to the west, the 4205 (opposite bottom) had made a fine sight rolling through the early spring greenery at Valley Falls, N.Y. Only a couple of miles from the Vermont line at Petersburg Junction (below), the eastbound 4202 was about to hit the Rutland Railroad's Chatham Branch diamond on February 28, 1953. The station was manned by a Rutland operator. Note the unusual multiple-bulb headlight the B&M had on its FTs.

JV TOWER at Johnsonville, N.Y., controled the junction between the lines to Troy (behind the tower) and Mechanicville, where the 4211 was headed with an F2 trailing unit in April 1948; the 4211 has the "original" livery with the herald on the side and the nose stripes meeting like the EMD 103 demonstrator scheme. F2 4255 was leading an FT set east (below) out of "Little Hoosac" tunnel in North Adams, Mass., in November 1954. The B&M's highest-numbered FT, 4223, was crossing the Hoosic River (opposite bottom) at North Adams in December 1953 with an eastbound freight.

THE B&M'S FIRST FT, 4200, is literally about to "meet its fate" as it enters Mechanicville Yard on March 24, 1957, and encounters the brand new GP9 1700 awaiting departure eastward. The entire B&M FT fleet was traded to EMD on that GP9 order by the end of 1957. Someone was apparently having fun with the illuminated number boards, as the two trailing GP9s both clearly read "1708"!

FLORIDA WEST COAST GP18 1337 TRAVERSES A TRESTLE AT CROSS CITY IN MAY 1988 PHOTOGRAPHY MAX R WALLACE

The Florida West Coast

by Max R. Wallace

A new railroad way down upon the Suwannee River.

About 20 miles west of the hallowed halls of the University of Florida in Gainesville is a new railroad that traces its heritage to the old Atlantic Coast Line. This venture, attempting to carry on the belief that hard work will be rewarded in corporate profits, is known as the Florida West Coast Railroad. Its creation began with Clyde Forbes, Jr., entering informal negotiations with CSX Transportation in late summer 1987 for a 45-mile network of lines stretching westward from Newberry toward the Gulf Coast.

A deal was struck on December 11, 1987, and the Florida West Coast Railroad began train movements at 12:01 a.m. on December 13 when operations were transferred from CSX. Thirty three carloads were picked up that night at the east end of the main line at Newberry. Permanent roots have been established in the old ACL freight/passenger station in Trenton, Florida. The station and all other structures were purchased from CSX with a ten year lease on the track and right-of-way. The line runs west from the CSX connection at Newberry 20 miles to Wilcox Junction where it continues northwestward another 15 miles to Cross City and the end of the line at Shamrock. From Wilcox Junction a line drops ten miles southward to the end of track at Chiefland, completing the FWCR.

Motive power

One of the first concerns of the new FWCR was finding something with which to run their trains. In a lease agreement with CSX, the FWCR began operation with B&O GP38 3833 and C&O GP39 3904, along with Seaboard waycar 25749, while management searched the country for more permanent locomotives. After a careful hunt, three locomotives surfaced that would achieve cost effectiveness and meet cash-flow requirements through a long term lease/purchase option.

Two ex-Rock Island GP18s (1337 and 1353, built in 1960 and 1961 respectively) were located at Chrome Locomotive. An Alco RS11, former-N&W 405, owned by XTRA Corporation was also investigated. All three locomotives were deemed usable for track and tonnage estimates, and a lease/purchase contract was negotiated along with a delivery date of mid-February 1988. Several delays kept the units from arriving until March, when the CSX locomotives returned to their home stable.

For the GP18s, Clyde Forbes' wife, Saundra, and John Gallager of Chrome Locomotive worked up a handsome burgundy and silver livery, which was applied before delivery to Florida. The RS11 arrived in its bright red brilliance with XTRA painted below the cab window. No current plans call for this unit to be painted into the FWCR colors.

To assure a dependable freight car supply to compliment their personalized service, the FWCR purchased 51 wood chip cars, 25 center-beam flats, two boxcars, 27 pulpwood racks and one ex-Santa Fe caboose that arrived in November 1988. The railroad also purchased an ex-Central of Georgia baggage car for restoration along with a TTX flatcar for maintenance of way service.

Typical operations

The Florida West Coast Railroad consists of 45 miles of track beginning at Newberry and heading west to Trenton,

Wilcox Junction and finally Shamrock just west of Cross City. The south line splits off at the Wilcox Junction wye and ends a mile northwest of downtown Chiefland. Track that used to continue further south to Dunnellon was removed in 1988 by CSX prior to the FWCR take-over.

With normal train lengths averaging 30 cars, most movements require only one locomotive. Comptroller Les Magee reports that the longest train to date consisted of 106 empty freight cars requiring two diesels, but putting more than one unit on a train is the exception rather that the rule. Weekly totals are averaging 170 cars, and first year traffic surpassed the 7000 mark.

Normal operations will find two units kept overnight at Trenton and one at the CSX interchange at Newberry. Action begins when the first train crew reports to Newberry at 6:00 a.m., five days a week. Overnight delivery and pick-up comes via the CSX branch from Starke. On one day of our visit, Trainmaster Brad Forbes was working as engineer. His overall expertise is spread among additional duties including track inspection, safety requirements and employee training.

Departure at 7:00 a.m. calls for the train to reach Trenton station by 8:30, when the second crew is called. In-town switching is handled by the early crew, while the second crew leaves for Wilcox Junction to head south for Chiefland. After completing their work in Trenton, the first crew then goes west to Cross City. Afternoon timeframes of the Cross

THE FORMER-ACL STATION at Trenton is the headquarters of the Florida West Coast; the 1337 was picking up orders there en route to Newberry in March 1988. On the night of May 12, 1989, the Geeps were posed (below) beside the freshly-restored depot.

TWO KODACHROMES MAX R. WALLACE

THREE KODACHROMES MAX R WALLACE

City job show a return to Wilcox Junction at 4:00 p.m., Trenton at 4:50 and Newberry at 6:00. The Chiefland train will return earlier in the day to Trenton.

A day on the FWCR

In February 1988, the first of my many trips to the Florida West Coast brought a welcome change to an expected day of chasing in the car. Because there was a minor mechanical problem with GP18 1353 at Newberry, the crew was reporting to Trenton and would run to Newberry with the 1337. I was invited to ride the cab for the trip. Taking advantage of the abnormal move, we picked up eight cars out of Trenton and headed east, setting off two empty pulpwood racks at Southern Fuel Wood, Inc., about halfway to New-

COLORFUL GEEP 1353 was working the Cross City Veneer plant in May 1988. In February 1988 the 1337 had to rescue the ailing 1353 at Newberry (below) with the CSX local in the background. In September 1988 the 1337, heading for Cross City, had a meet at the Wilcox Junction wye (top) with "Big Red" XTRA RS11 405 up from Chiefland.

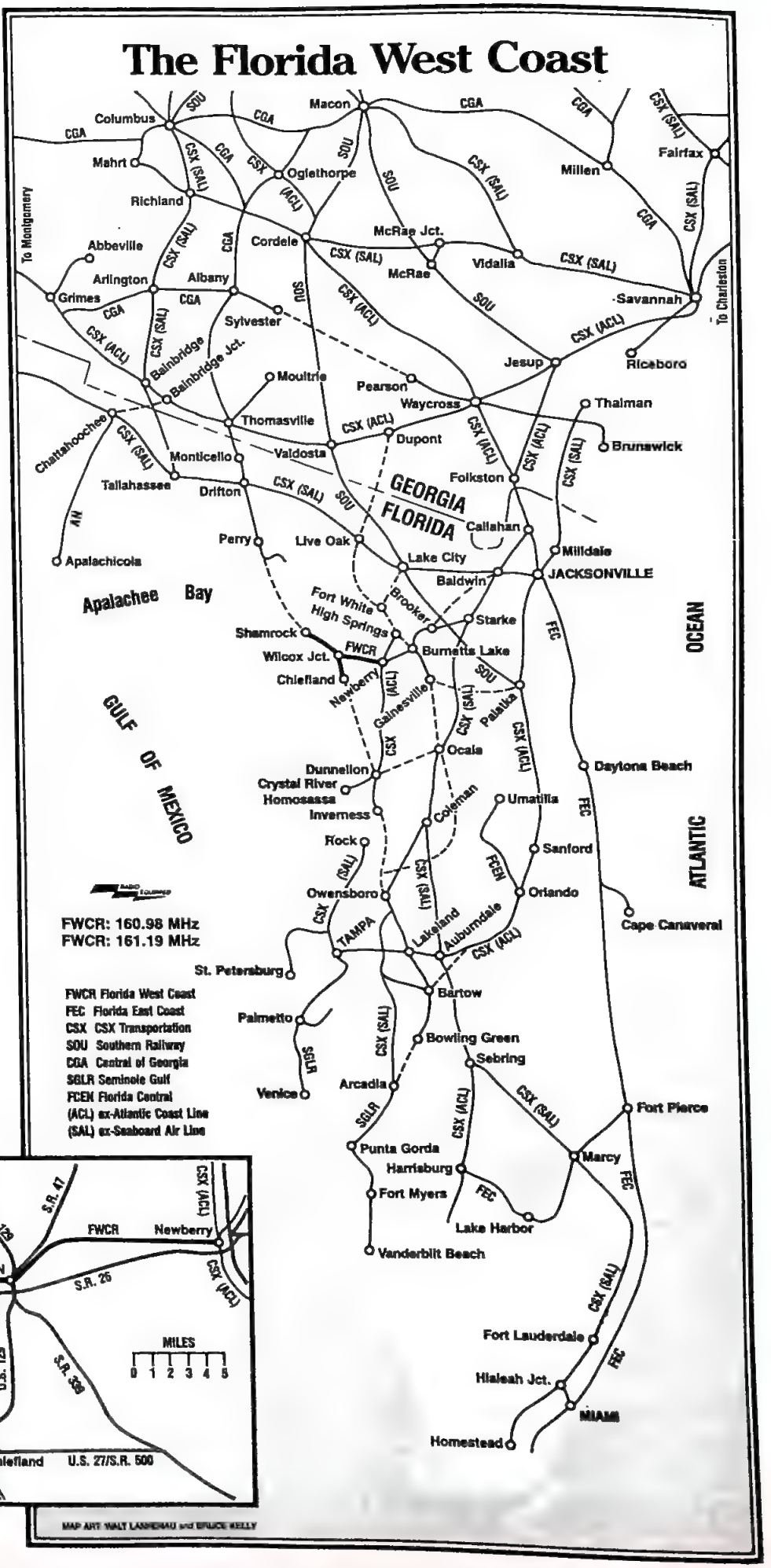
berry. Upon arrival at the CSX interchange at Newberry, our crew went to work lining up the inbound cars for the day's delivery to on-line customers. I was able to photograph them with a short freight with a Family Lines caboose behind CSX GP40-2s 6346 and 6154 that laid idling as if in hibernation awaiting a lost crew that would eventually retrieve the outgoing train we had just delivered.

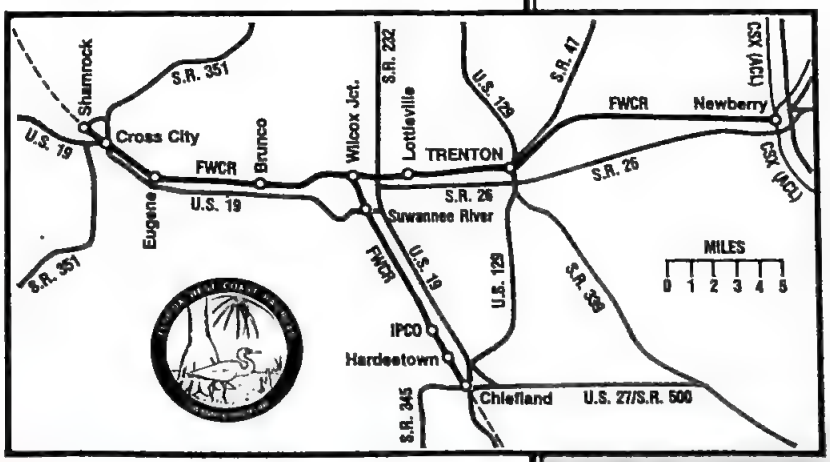
My vantage point afforded me the listening if not photographic pleasure of a CSX unit coal train southbound for the coal-fired Florida Power Corporation plants at Crystal River. The CSX line out of Starke enters from the east and continues south through Archer and Dunnellon to Red Level Power at Crystal River. This line had been abandoned by CSX between Brooker and Burnetts Lake, but the track was opened up again in 1988 to complete the connection to Starke and permitting abandonment of the 96 miles from High Springs north to Dupont.

Our good 1337 tied onto the lame 1353 to be returned to Trenton. Conductor Lyndell R. Edwards said that we'd make another stop at Southern Fuel Wood on the westbound trip to drop off some more empties.

As Engineer Torsten K. Rothman assumed control of the locomotive, I accepted Conductor Edwards' invitation to chase the train in the company vehicle back to Trenton via the back roads. One of conductor Edwards' many functions is to inspect track, crossings and the train's progress along the line. Today's trip was no exception. The old ACL main has suffered from lack of adequate attention over the last ten years, and track speeds are limited to 10 m.p.h. in this area. We had no problem staying ahead of the train. The Florida West Coast is planning an extensive track upgrading program to increase track speed as ballast and tie changes are made.

Arriving in Trenton, covered hopper cars are switched into Gro-More Farm





Service and Gold Kist Inc. We then dropped the lame 1353 at the service storage track a block east of the Trenton station. Conductor Edwards checked in at the terminal with President and General Manager Clyde Forbes to confirm the additional makeup of freight cars that had to go west. The second crew, with RS11 405, had already departed for Wilcox Junction and Chiefland before we were ready to leave Trenton. We were soon on our way, however, and 20 minutes later reached Wilcox Junction, where there is a rather long siding and a wye for the line south to Chiefland. We spotted a few bad order hoppers and put some empty pulpwood racks on the line to Chiefland before we departed for the Georgia Pacific Corporation at Cross City.

Georgia Pacific is the most complicated switching situation on the FWCR, requiring several run-around maneuvers with back-up shoves of empties onto sidings in the plant. Georgia Pacific employees use a system of heavy electric motors and connecting steel cables to re-position hoppers to accept processed woodchips. Boxcar loads of finished lumber are filled at a different location closer to the plant rail entrance.

We departed after 30 minutes of shifting and several hours of waiting for a track gang working at Georgia Pacific. Additional hoppers were spotted at Cross City Veneer before our return trek to Wilcox Junction. A major bridge crosses the Suwannee River at Old Town, but photographic access is difficult if you're not on the train. Time was running out and daylight turned to darkness as we arrived back at Wilcox Junction. I opted to seek a warm, soft bed, because tomorrow promised a cab ride in the RS11.

Known affectionately as "Big Red," XTRA RS11 405 was already idling as I arrived at Trenton the next morning. Mr. Forbes and Comptroller Magee issued my informal boarding pass, and the Alco belched a huge plume of black smoke, towing eight pulp flats bound for Chiefland. We went west to Wilcox Junction and then south to Southern Hart Pulpwood on the north side of Chiefland. The empties were spotted, and I watched the loading procedure. Final preparations by a forklift driver included the slamming of stubborn logs into their proper positions on the flats before we could couple up all the loaded cars. The weather had cooperated, bringing a bright sunny day for great photo lighting. Bright blue skies served as a backdrop for the pitch black exhaust. It was terrific!

GO BIG RED! The XTRA RS11 405 (above) kicks up the Alco smoke over the U.S. 129 crossing in Trenton, Fla., in May 1988. In a more placid scene in March of that year, GP18 1337 (below) is reflected in a pond as it heads homeward just east of Cross City.

Leaving the sound of chain saws and heavy equipment in the distance, Les throttled the RS11 up to the fifth notch, taking advantage of faster speeds available on this former-ACL passenger route from Dunnellon to Thomasville, Georgia. Rock and roll was in order as we churned northward for Wilcox Junction. The Cross City job was in town, and we had a meet at the wye with their 1337. I took full advantage of the abundant photo opportunities. Still looking at an hour-and-a-half drive back home to Jacksonville, I opted to return to Trenton in the company truck.

Railfanning the FWCR

The Florida West Coast is easily accessible from all major points in Florida or south Georgia. Take Interstate 75 to Gainesville, and twelve miles west on State Road 26 will put you in Newberry, a typical central Florida township split north and south by the CSX line. Turning right (north) on the second street after crossing the main you go three blocks to a dead end. Still wearing SEABOARD SYSTEM RAILROAD signs, the concrete-block control building is right in front of you at the end of the Florida West Coast's line. A burgundy and silver GP18 may be parked at the west end of the building. CSX or FWCR employees could be on the property, and should you be stopped, explain your railfanning intentions and head for the headquarters in Trenton to secure permission to be on their property. Don't worry that you've missed the shots of the day, the line is short enough, and you'll gather the necessary train schedules from the folks at Trenton, 13 miles away on a 55-m.p.h. highway.

Tracks of the FWCR are directly to your right, paralleling S.R. 26 for the first three miles, but then they gradually head northwest just out of sight. Dirt county roads follow the tracks most of the distance to Trenton, but good photo locations aren't really found in this area.

As you enter Trenton, keep a sharp eye trained for the intersection of S.R. 26 and U.S. 129 North. Take a right, looking for ACL's old freight and passenger station sitting two blocks north on your left. Follow normal photographic request procedures at the FWCR office, and permission should be granted. If the first train is west of Trenton, return to S.R. 26 for Wilcox Junction seven miles further west. Just as the highway takes a slow bend south, you will see a hard-surfaced road that parallels the tracks into Wilcox yard and the wye to Chiefland.

If two trains are operating simultaneously, the yard is the most likely location for meets. Return to S.R. 26 and head west to either Cross City of Chiefland. Stay on S.R. 26 until you intersect U.S. 19 North and then turn

THE SOUTHERN END of the Florida West Coast is the Southern Hart Pulpwood yard on the north side of Chiefland, where XTRA 405 was delivering empty rack cars in May 1988.

Florida West Coast's heritage

Historically speaking, the eastern end of the Florida West Coast at Newberry was involved in railroad construction speculation as early as 1886. Henry B. Plant of the Savannah, Florida & Western Railroad (The Plant System) expressed a desire to build his railroad south from Live Oak, Florida, to Gainesville and surrounding areas including Newberry. As track crews built south, crews from the Florida Southern, a rival narrow gauge railway, were laying track north from Gainesville when fighting broke out between both parties. The ensuing legal battle revealed that the Florida Southern indeed held a charter for the rights to Gainesville and areas in close proximity. Legal settlement of this dispute required both railroads to stop their respective north and south expansion, delaying Newberry's rail link.

A 50-mile line built between Ocala and Homosassa by the Silver Springs, Ocala & Gulf Railroad in 1888 was absorbed by Plant in 1892. Mr. Plant's interests were rekindled for a west coast route to the St. Petersburg/Tampa area via a tie-in to Dunnellon from the Plant System terminal at High Springs. The Florida Southern's hopes of survival against the giant Plant System died a natural death in 1893 as its parent company, the Jacksonville, Tampa & Key West Railroad fell on hard times. The 1894-95 track construction period west of Gainesville brought Newberry's first rail line with the completion of a High Springs to Dunnellon main on the Plant System. This stretch of track provided Mr. Plant with a link from Dupont, Georgia, to Tampa, St. Pete and south to Punta Gorda, thereby surrounding the Florida Southern.

In February 1899, the W.W. Cummer Co. was granted a charter to build a railroad between Milldale (just northeast of Jacksonville) and Newberry. Large timber holdings around Newberry and Trenton were to be cut and transported to the Milldale lumber mill. Built as a logging railroad with 60-pound rail, the Jacksonville & Southwestern Railroad began a regular passenger and freight service on November 13, 1899. It is speculated that Mr. Plant expressed great interest in the J&SW, but his untimely death in mid-1899 precluded any takeover opportunities.

Operated until 1903, the J&SW was sold to C.W. Chase and again sold to Atlantic Coast Line in July 1904. All locomotives including one Baldwin 0-6-0 switcher, two 4-6-0s and five 4-4-0s were renumbered by ACL, and most were used until retirement in the mid-1920s.

In 1906, the ACL line was extended further west to Trenton and Wilcox, establishing the first section of what is now the Florida West Coast. The track extending southward from Shamrock through Wilcox to Chiefland went down during 1914 when the ACL opened a portion of the proposed new "Perry Cut-Off" between Perry and Dunnellon. This cut-off trackage was later linked to Monticello during 1928, allowing a much shorter passenger run from Chicago to the west coast of Florida. Crack passenger trains like the *Southland* initiated service over this line in 1930 and operated until Amtrak — MAX R. WALLACE.

THE SUWANNEE RIVER BRIDGE west of Wilcox Junction is difficult to reach except by train; the 1353 was headed for Trenton in February 1989. The biggest customer on the FWCR is the Georgia Pacific lumber mill (below) just east of Cross City.

south on the first dirt road immediately past the tracks. This road is rough but will follow the tracks right into Chiefland.

Shamrock is the far west end of the Florida West Coast, but the majority of traffic is shipped to the Georgia Pacific mill at Cross City. Once you return from Chiefland, take up your westerly direction on S.R. 26 for four miles to Old Town as the tracks return to a parallel course along the highway. A large railroad bridge crosses the Suwannee River between Wilcox Junction and Old Town, but car access is impossible and getting to the bridge requires a long hike from the closest road west of Wilcox yard. Permission to take this shot must be requested in advance, since the access road is fenced off. Any train movements between Old Town and Cross City can easily be seen from the highway.

One mile east of downtown Cross City, the Georgia Pacific plant appears on the right. Plant switching must be photographed from the road right-of-way, and Cross City Veneer is just a quarter mile west. Moves are rarely made to Shamrock, but Georgia Pacific and Cross City Veneer happen daily.

A hopeful future

The Florida West Coast is now offering a new contract maintenance operation that includes a car repair facility at Trenton just behind their headquarters. The repair shop handles heavy work on bad order freight cars. Services include wheel and coupler replacement, AAR repair requirements, heavy structure modifications and locomotive inspection and maintenance. All rail equipment can be delivered to the FWCR via the CSX at Newberry.

Industries served by the Florida West Coast provide a vital link in the local economy based largely on timber products. It is the belief of FWCR management that the area will continue to grow and shippers will benefit from their support.

Yard Crew

Engineer W.A. Hicks, switch foreman J.C. Pease and (standing) fireman Lance "Snakey" Pardo, aboard Norfolk & Western S-1 0-8-0 switcher 202, begin the day shift at Bluefield, West Virginia.

RAILROAD MEN

by Ted Rose

ARTWORK: TED ROSE

Once upon a time, railroad men were heros. Why, they even had their own magazine, and "company" employment was pretty typical within the extended American family. Operating men were looked upon with special regard by the young everywhere. The civilized world (which quite possibly excluded those who found life under the hoods of Fords and Chevys) looked in awe at engineers and station agents and master mechanics. Civilized youth dreamed dreams of performance, not ownership. So here's quiet acknowledgment of the role models of an earlier time, when their numbers and influence were more prominent, their professions more public, and the hopes and dreams of their admirers were down steel roads.

Road Men
Fireman C.R. "Crawdad" Meeker regales engineman J.L. "Little John" Nance and freight conductor A.P. Lederman with a tale before their departure from Asheville, North Carolina. Southern Ps4 1370 awaits.

Sal and the Cicero Kid
Chicago, Burlington & Quincy hostlers at the Cicero, Illinois, engine terminal.

Waiting for an M-3
At Proctor, Minnesota, engineer Karl Osterman and fireman Frank Zepalski ("Zepplin" for short) await 2-8-8-4 223 for a move to the Missabe Range with 200 empties. When the house leads are clear, hostler Ralph DiBona will move the former-Bessemer & Lake Erie 2-10-4 (now DM&IR 702) in preparation for an ore movement to the docks at Duluth. Red oxide colors the men and machines of the Duluth, Missabe & Iron Range.

Electro-Motive's FT

by Preston Cook

KODACHROME MAX ZIMMERLEIN, SR

On November 25, 1939, Electro-Motive Corporation sent its 5400-h.p. A-B-B-A model FT demonstrator 103 out of La Grange, Illinois, to show that the diesel-electric was a match for any steam locomotive. It traveled the country from coast to coast for eleven months, proved its point, and was sold to the Southern Railway as Chicago, New Orleans & Texas Pacific 6100ABCD in May 1941. The cab unit of the lead A-B set (builder's number 1030) was donated by the Southern to the National Museum of Transport in St. Louis in 1960, while the two boosters and other cab unit had been put through an upgrade program in the early 1950s and worked until retirement in the mid-1960s.

On August 9, 1989, the Southern 6100 returned to that same La Grange factory and on September 17 was unveiled to the public in the Pullman green and Dulux gold 1939 demonstrator livery, the star of a celebration honoring 50 years of freight diesel locomotive production by the Electro-Motive Division of General Motors (see page 73). The deceptively contemporary appearance of the 103 is a testimony to the impact that it had on America's railroads, as its "bulldog" nose and well-proportioned carbody can still be found

RESTORED TO ITS 1939 LIVERY, FT demonstrator 103A from St. Louis and companion booster (ex-SR 4103C) from Roanoke posed for company photos behind the EMD plant at La Grange, Ill., on September 16, 1989. The pair will be used through 1990 to celebrate the 50th Anniversary of the 1939-'40 demonstration tour. Back on a sunny October 19, 1958, FT 111AB (top) was eastbound on the Chicago, Burlington & Quincy main line through Sandwich, Ill., with a Geep and leased Great Northern FT 408AB trailing.

KODACHROME JIM BOYD

Celebrates 50 Years

Part Three: The legacy of the FT

in revenue service in a few places today. And there is no longer any doubt that the diesel was more than a match for the steam locomotive.

As we have noted in this series of articles in the October and November issues, the FT was a unique machine in many ways. While it laid out the pattern for the next half century of diesel locomotive development, it also incorporated a few features which were almost immediately abandoned in subsequent models, including the concept of drawbar-linked A-B unit sets, manual cooling system controls and mechanically-driven cooling fans. But its basic proportions and carbody layout have stood the test of time and proven to be adaptable to continuing evolution. Open up an FT and an SD60, and you will find a lot of similarities and recognizable components.

The "FT" model designation

One confusing aspect of the FT development was the rather unconventional choice of model designation for the locomotive and the disparity between the engineering (Model F) and sales (Model FT) designations. This situation was not unique within Electro-Motive's history, as there have been numerous instances of locomotives being developed under one engineering designation and marketed under another (such as the "GP22" which became the GP30).

In its original intent, the numbering system for the EMC models of the late 1930s was tied to horsepower. The initial 600-h.p. switchers were the SC (*S*ix hundred h.p., *C*ast frame) and the SW (*S*ix hundred h.p., *W*elded frame). The switchers with an "N" designation were *N*ine hundred h.p., while the "E" units were *E*ighteen hundred h.p. As the horsepower of each type of unit progressed upwards through the years, most of the related designs retained the early letter designations, and some were subsequently modified in ways not originally intended (like "SW" becoming the general term for *sw*itcher and "E" the term for all twin-engine A1A-trucked passenger units).

The FT model designation is explained partly by the opening engineering release which authorized the development of the "Model F" locomotive, and partly by the horsepower-based system which preceded it. The Model F obviously referred to *F*reight, while the "T" was taken from the horsepower rating system. Curiously, the widespread belief that the "T" stands for *T*hirteen Fifty is likely in error, as all EMC/EMD documentation of the period treats the basic FT an an A-B set with the total horsepower of *T*wenty seven hundred). Further complicating the issue is the fact that some of the engineering drawings relating to specific components for the locomotive call it an "F1" or "F2," but this refers to Model F Section 1 (cab unit) or Model F Section 2 (booster).

The model designation "FT" was applied to the locomotive at the time of its sales introduction and was not, as some historians have speculated, an "after thought" applied when the F2 was introduced. The sales specification book, which was distributed to potential customers, clearly identifies the locomotive as the "Model FT" on the title page and in performance charts.

The units which followed

The FT had proven to be a reliable performer on its demonstration and in revenue service, but the design had a few inherent drawbacks which made it unnecessarily complex to produce and maintain. This contributed to the need for a redesign following the end of the war. The FT's successor was the F2, which set the basic design parameters for the models which followed through

SOUTHERN RAILWAY 6100, formerly the EMC 103 demonstrator set, posed for this classic publicity photo on the Cumberland River bridge at Burnside, Ky., on the infamous "Rat Hole" Division. The bridge was bypassed in a 1950 line relocation.

the end of F-unit production with the FL9 in 1960. In view of the many upgrade programs that EMD subsequently offered for the F2, F3, F5 and F7 models to bring them up to F9 standards, it is worthwhile to take a comparison look at the features of the later F-units to see why the FT was not generally adaptable to these programs.

The successor to the FT was intended to be a 1500-h.p. unit equipped with the new D12 main generator — it was the D8 generator and not the 567A engine which had limited the FT to 1350 h.p. This locomotive would likely have been known as the "F2" and was abuilding at La Grange in July 1945 alongside the last production FTs. The original intent of EMD was to have this 1500-h.p. unit in production in early 1946 to replace the FT, but as the prototype set was being tested it became apparent that there were some serious design-related problems with the D12 main generator.

At this point EMD reportedly had two dozen of the D12s completed and awaiting installation, but they could not be put in locomotives until the problems had been remedied. The company had already committed to the tooling and material to make the changeover from the FT to the successor which would include a companion D14 alternator to power the auxiliaries and eliminate the belt-driven cooling and traction motor fans. Also, the trucks of the new unit were repositioned to allow for a standard draft gear and coupler between the cab and booster (although a drawbar was still an option) and to better balance the new machinery weight distribution. Thus, EMD could not simply continue building more FTs, and in order to keep the production line going the engineers worked up an interim unit which would include the new truck arrangement along with the alternator and new auxiliaries while retaining the original D8 main generator and 1350-h.p. rating. The new unit picked up the "F2" designation and went into production in July 1946, following the completion of the last FTs (for the Rock Island) in November 1945. The F2 would be a temporary model produced for only five months, totaling 74 A-units and 30 Bs. The 1500-h.p. unit, now dubbed the "F3," would be ready for production at that time; this explains why the production period of the F3 shown in rosters predates the F2, as the first 1500-h.p. units were built in July 1945 but not marketed until after November 1946.

Although the F2 had the same 1350-h.p. rating and much of the same principal machinery as the later versions of the FT, the interior arrangement of the F2 was extensively revised both to improve maintenance accessibility and to reduce the initial production expense. The 16-cylinder 567 diesel was retained (though upgraded to a 567B) in approximately the same relative position in the cab carbody, with the governor end of the engine toward the rear of the locomotive and the main generator toward the cab. The air compressor in the F2 was mounted forward of the main generator and driven by a shaft from the generator armature as it had been in the FT. However, all of the power take-off shafts, idlers, pulleys and belt drives for the cooling fans and traction motor blowers on the FT were eliminated in the F2.

Their replacement was a companion alternator mounted between the diesel engine and the main generator, with its rotor mounted to part of the drive coupling connecting the engine to the main generator and its stator supported by the main generator frame. The adoption of the companion alternator allowed EMD to use a number of a.c. motor-driven accessories which were virtual "drop in" components in the F2 construction process—items which required only to be bolted down and plugged in, rather than requiring the complex and time-consuming alignment that was needed in the FT. The auxiliary equipment which was changed to electric drive in the F2 included all of the cooling fans and all of the traction motor blowers.

Along with the changeover to electrically-driven cooling fans, the entire cooling system arrangement was redesigned for the F2. Where the FT had radiators in two sections at either end of the locomotive, which required extensive connecting piping, the F2 had all of the cores concentrated centrally above the engine. This shortened up the piping runs considerably. While it could have taken away some of the much-needed overhead space (for pulling the cylinder assemblies out of the diesel engine), EMD was able to get around this problem by keeping the core mountings angled in a shallow "V" with the cooling fans in the center and providing lift-out panels in the lower floor of the cooling air duct which could be taken out completely when it was necessary to work on the diesel engine. This provided another foot or two of overhead working space.

Four electrically-driven traction motor blowers were substituted for the two mechanical blowers which had been used in the FT. The F2 arrangement located the two blowers for the front traction motors under the cab floor, while the two blowers for the rear motors were neatly positioned directly under the accessory rack at the governor end of the diesel engine.

The main electrical switchgear and its mounting cabinet were also extensively changed in the F2. In the FT, the main electrical cabinet had been mounted in the left side walkway adjacent to the main generator. In the F2, the main electrical cabinet was built into the back wall of the cab, along the centerline of the carbody. This allowed the F2 to have a pair of access doors from the cab into the engine room, one for the walkway on either side of the locomotive, and eliminated the need for a couple feet of interior space to be tied up in providing a crossover from a central access door to the side walkways as had been done in the FT.

The overall result of the electrical cabinet repositioning and the elimination of the crossover area was more compact engine room arrangement which provided substantial improvements in access to the equipment. The F2 layout was so efficient that it was possible for the A unit to mount a steam generator at the rear of the carbody, a feature which had not been possible with the FT. The steam generator option was an attractive feature that made true "dual purpose" operation possible, but the space available for tank capacity (both fuel and water) in the F2 was still quite limited compared with the E-units, and many railroads elected to stay with the traditional passenger design for their long distance passenger train operations (the most notable exception to this, the Santa Fe, had boilers only in the boosters of its F-units).

The final system which underwent an extensive redesign for the F2 was the dynamic brake package. The FT layout, occupying the roof area above the walkways inside both sides, was completely discarded in favor of a compact "drop-in" hatch which was built as a complete sub-assembly mounting the resistance grids and blower motors. Located between the diesel engine and the cab, the portion of the hatch which extended down inside the carbody occupied the space above the air compressor and the main generator. This package represented a great improvement in manufacturing convenience, as well as allowing the customer some maintenance flexibility since the entire assembly could be removed easily for repairs.

The use of the "drop-in" auxiliary equipment beginning with the F2 and extending through the F3, F5, F7 and F9 made these locomotives particularly adaptable for upgrade programs as EMD developed improved components. EMD recognized this potential, and during the 1950s they offered a catalog of upgrade proposals from which a customer could select individual components or entire packages which would bring the older F-units up to the then-current F9 standards. Unfortunately,

TWO PHOTOS EMD

THE COTTON BELT bought ten FT A-B sets in gray and yellow with red trim; a reflectorized number plate will go beneath the herald. The F2, typified by NdeM 6200, had electric cooling fans and the "modern" truck positioning retained through the F9.

almost all of these product improvements which dealt nearly exclusively with the auxiliary equipment were not economically feasible for application on the FT, since they would have required a complete re-design of the interior of the carbody and supporting structures (just as EMD had done in designing the F2). The cost of doing this upgrade on an elderly FT exceeded their value as a trade-in unit on new locomotives.

The F2 and F3

While it incorporated many changes, the F2 was still a close kin to the FT in a couple of important areas. The F2 retained the FT's 1350-h.p. rating because it utilized the D8 main generator, and it also had the FT's electro-pneumatic governor system, which suffered from a degree of "lag" in the air signal. The F3 introduced the electro-hydraulic governor that has been standard ever since. To quote the F3 manual:

> "The engine speed is controlled by an electro-hydraulic governor which is operated from the engineer's throttle. This governor replaces the electro-pneumatic governor control used on FT and F2 locomotives. In this way, all engines in locomotives of two or more units are controlled simultaneously."

During this period of time, in the mid-1940s, there was considerable concern over how various models of EMD locomotives would perform when coupled together in multiple-unit sets (they wouldn't even think of mixing in units of an alien builder yet). An early F3 operators manual, which included insert pages for the just-introduced automatic transition option, presented this fascinating entry:

> "Operation of F3 units with FT or F2 units: In many instances it may be desirable to operate combinations of FT, F2 and F3 units as a locomotive. This is an acceptable practice providing gear ratios are the same, and will be entirely successful if the instructions below are followed. No change in operating technique is necessary except for the conditions listed:
> 1. Manual Transition must be used.
> 2. Throttle must be reduced to No.6 position for 2-3 or 3-2 transition.
> 3. Starting trains should be done according to instructions for FT units if they are in the locomotive consist.
> Locomotives with different gear ratios may be operated together only if a study is first made by Electro-Motive and special instructions issued."

By November 1946 the problems with the D12 generator application were resolved and the new "F3" replaced the F2 in the EMD production line. The original 1500-h.p. units of July 1945 have been recorded by historians as F3s, explaining why F3 "production" completely covers the production period of the obviously inferior F2. With the F3, the EMD freight unit came of age, and the changes in the F-series model line over the next decade were more evolutionary than revolutionary.

FT art and memorabelia

The demonstration tour of EMC 103 and the production of the FT during the war years generated a tremendous vari-

EMD STYLING SECTION artists produced full-color renderings of customers' units, like these Lehigh Valley FTs, that touched off the "artwork war" with Alco when they were distributed in wall print and postcard sizes to customers and the public.

ety of company publicity publications, operators manuals and railroad art which are now highly sought-after collectors' items. The celebration of the 50th Anniversary of this historic locomotive has already resulted in the production of a number of items which will likely be the collectors' pieces of the future.

Almost immediately after the completion of the demonstrator tour, Electro-Motive produced a lavish ring-bound book which told the story of the demonstration runs while extolling the virtues of diesel-electric locomotives for freight service on the major railroads. The company also distributed to the prospective customers copies of their specification books for the various configurations in which the FT could be built. As FT locomotives were built and delivered, Electro-Motive printed substantial quantities of operators manuals for the new product, since on most railroads the FT was the first diesel motive power to operate in freight service and there was a great deal of crew training which had to be handled. It seems as if EMD printed a completely customized manual for nearly every order of FTs it built, and some railroads which received several orders of FTs over a period of time were supplied with a large variety of the customized manuals. Many of these manuals included the railroad's herald or other appropriate artwork on the cover and a photo of the specific locomotive inside.

While the FTs may not have started the railroad art competition that existed for many years between Electro-Motive and Alco, the impressive paint schemes developed for them by EMD's Styling Section certainly contributed a great variety of colorful images which the company used widely for sales promotion. The final styling paintings for many of the FT orders ended up being printed in color on heavy grade paper and widely distributed to the customers' offices. In the years since, the 17″×26″ color prints have become popular pieces of railroad memorabelia. Some of them, like the Boston & Maine and the Lehigh Valley FT renderings, convey the conservative gracefulness of the handsome EMD multi-stripe paint schemes, while others like the Chicago & North Western provide an impressive statement of the bold flowing color masses which the EMD designers used so effectively. And the smaller 3⅜″×7½″ cards have almost become the "baseball cards" of the rail collectors' arena.

The popularity of the EMD prints was quickly challenged by Alco as early as the delivery of their first twin-engined passenger diesel, Rock Island DL103b 624, in 1940. The postwar Alco prints done from original paintings by Howard Fogg were just as widely distributed as the EMD publicity prints and have also become a popular collectors' items.

What the FT proved

Back in 1939 when Dick Dilworth and the team at La Grange were putting together the first FT, there was a general feeling in the railroad industry that the diesel was fine for switchers or glitzy lightweight streamliners, but that it was not rugged enough for day-in and day-out freight work. "They're fast, but don't overload 'em," was the prevailing attitude.

This seems strange from today's perspective where we know what the diesel-electric is capable of doing, but back then the diesel carried with it an aura of unreliability. Like a steam engine in today's environment where everybody keeps their fingers crossed that nothing goes wrong, the diesel was viewed with a mix of hope and skepticism.

It was the 103 demonstrator that got rid of the skepticism. On its legendary tour from November 1939 through October 1940 it covered 83,764 miles on 20 railroads in conditions ranging from sea level to the 10,200-foot Tennessee Pass and 110° deserts to mountain winters at 40° below zero. And on the entire trip it never missed a call for mechanical reasons. It showed the industry for the first time what we have since come to know as typical diesel performance.

Accustomed to the characteristics of steam locomotives, the assigned engineers had a lot to learn about how a diesel handles a train. A "trail of broken couplers" was evidence of the diesel's tremendous starting power, as engineers ignored instruction and took slack like they would do on a steam engine. Today everybody knows that you stretch the train gently and then notch out; back then everybody "knew" you had to take slack and give 'em a yank.

Dick Dilworth summed up the FT's performance in one sentence: "It pulled a lot of trains in two and others uphill."

In the 1948 book *On Time*, a corporate history commissioned by EMD, author Franklin Reck described a dramatic example of the FT's ability to pull. On a Western run, the 103 demonstrator was coasting downgrade into a small town when the conductor in the caboose detected a hotbox. Nobody on the head end, however, saw his signal to stop. As the train approached town and slowed to about twelve miles per hour, the conductor saw his opportunity to stop. He dumped the air from the caboose just as the engineer widened out on the A-B-B-A FTs. Coupled between the engine and train was the dynamometer car, with an operator watching over the automatic pens that were recording the performance on a moving scroll of paper. As the diesel dug in and the brakes began to drag, the dynamometer jiggled and bounced as it recorded the strain. The pen swung upward, registering 270,000 pounds of drawbar pull before continuing right off the scale.

A moment later the dynamometer's drawbar broke and the engines leapt ahead. As Reck described it, "The apparatus on the work table, strained beyond its limits, shattered into pieces, with ink, steel rollers and miscellaneous parts flying all over the car." The ink-splattered but otherwise uninjured dynamometer operator was an early victim of the diesel era.

The builders of steam locomotives would soon share his dismay.

Don't overload 'em, indeed.

KODACHROME MIKE DEL VECCHIO / LIGHTING PRESTON COOK, JOHN GIESKE, LEROY CARPENTER and JACK WHEELIHAN

The return of FT 103

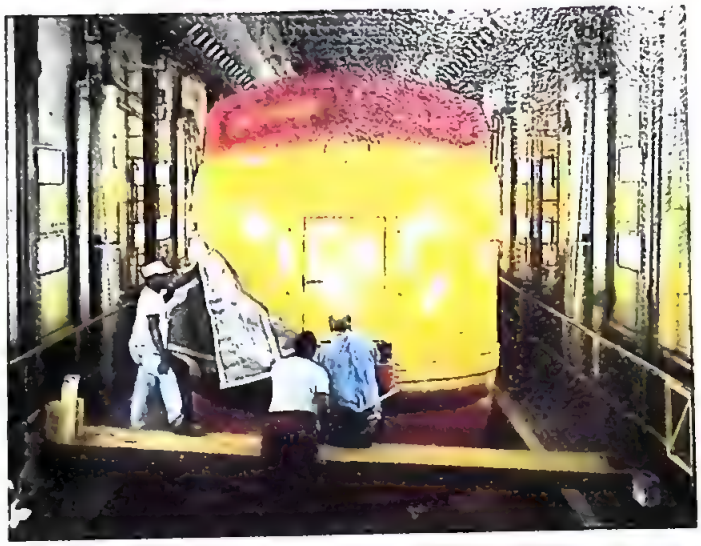
by Jim Boyd

ON THE AFTERNOON of September 16, 1989, Southern Railway 6100 from the National Museum of Transport in St. Louis and heater car 960601, former Southern FT booster 4103C from the Virginia Museum of Transportation in Roanoke, were mated together to recreate half of the 1939 EMC 103 FT demonstrator set, cosmetically restored by energetic volunteers at the Electro-Motive Division of General Motors plant in La Grange, Illinois. That evening they posed for EMD and R&R photographers (**above**). On September 14, the 103A had posed with Union Pacific DDA40X 6936 and brand new SD60M 6200.

KODACHROME JIM BOYD / LIGHTING PRESTON COOK, JIM BOYD, MIKE DEL VECCHIO, GLEN MONHART, BILL GARDNER and JACK WHEELIHAN

A Proud Tradition Continues

TWO 4 X 5 KODACHROMES, J.M. BOYD



IN THE EMD PAINT SHOP on September 11, 1989, painters were tracing the nose striping pattern (top right) onto the 103A. For the video crew, EMD test mechanic Charlie Schaefer interviewed "Bondo Billy" Tregler (above), who had smoothed the nose sheet metal. Painter Bill Vileikis (right) helped remove the masking.

KODACHROME MIKE DEL VECCHIO

KODACHROME CRAIG WILLETT

TWO KODACHROMES JIM BOYD

KODACHROME MAX R WALLACE

ON FRIDAY MORNING the UP night photo line-up was still in place as Santa Fe FP45 101 was moved to the paint shop for a wash job. Later that day GN "Hustle Muscle" 400, the first production SD45 from the Lake Superior Museum of Transportation in Duluth was moved past BN SD40-2 7111 containing the 645 engine representing EMD's 100-millionth horsepower and Conrail 3000, believed at that time to be the first production GP40 (see MARKERS). The FT 103A was posed with Monon BL2 32 from the Kentucky Railway Museum and the first GP7, C&NW 1518 from the Illinois Railway Museum. That evening, the 103A posed for night photos with Canadian National SD60F 5535 and Santa Fe warbonnet FP45 101.

KODACHROME JIM BOYD / LIGHTING PRESTON COOK, JIM BOYD, JOHN GIESKE and JACK WHEELIHAN

A Proud Tradition Continues

THE SUNDAY CELEBRATION was open to the public but focused on employees and their families. Nearly 30,000 people attended. The CN SD60F was a popular "walk-through" exhibit. Railfans with patience could get good roster views (bottom) of the FT 103 set.

LOCOMOTIVES FOR DISPLAY were being lined up Saturday afternoon. In addition to Santa Fe FP45 101, BN SD40-2 7111, Conrail GP40 3000, CN SD60F 5535, UP DDA40X 6936 and IHB SW9 9006, museums sent C&NW GP7 1518, Monon BL2 32 and GN SD45 400. Reading Technical & Historical Society sent the first production GP30, Reading 5513. EMD displayed UP SD60M 6200, GP60 EMD-5, lease fleet GP38-2 837, SD45X 5740, ex-SDP40F a.c. test bed 268 and SW1001 117. EMD General Manager John Jarrell (right) made a speech Sunday, and UP SD60M 6205 was "trucked" every half hour.

KODACHROME MIKE DEL VECCHIO

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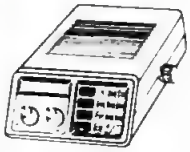

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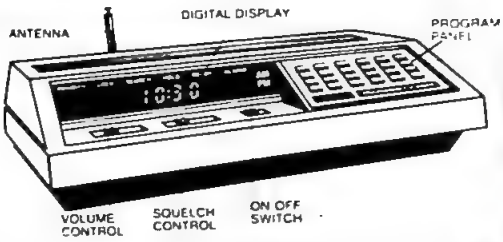

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Other features include scan delay, priority and a bright/dim switch to control the brightness of the 9-digit Vacuum-Fluorescent display. The Z60 can be operated on either 120VAC or 12 VDC. Includes one year warranty from Regency Electronics (optional 3 yr extended warranty only $39.99, gives you a total of 4 yrs complete warranty or 2 yr extended warranty only $29.99, gives you a total of 3 yrs complete warranty.)

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REGENCY RH-256 High Band Transceiver w/Ant.	329.99 (9.00)
REGENCY UC 102 Hi-VHF Hand Transceiver	124.99 (5.50)
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WILSON WHS-1 High Band Syn Two-Way Portable	479.99 (9.00)
REGENCY R808 AC/DC Crystal Scanner	79.99 (6.00)
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HISTORIC RAILROAD ARCHITECTURE

MEMORIAL AT SCHENECTADY

The free-enterprise system is what has enabled the United States to become the economic power that it is, particularly with regard to its dominance in the world's locomotive market today. This same system dictated the pre-eminence of the products of GM in the locomotive marketplace — clearly a product which out-performed all competition until recently. One by one, we saw familiar names fall by the wayside until there were only three. In the 1960s, one competitor, ALCO, was not about to throw in the towel without fighting to the last round. It accomplished this with some success via the introduction of its "Super-Century" line of locomotives, and it was able to maintain production until the late '60s.

It is now over 20 years since the old plant has produced a locomotive and the first-time visitor to Schenectady cannot help but be overwhelmed to find the great erecting hall of the American Locomotive Company — ALCO — still standing, albeit abandoned and in disrepair. But there it stands, tall, proud, silent, like a memorial to its past glory; a monument, a tombstone, with the words AMERICAN LOCOMOTIVE still emblazened on its side.

In December, 1986, GM's new state-of-the-art demonstrator locomotives completed a two-week tour of the Delaware & Hudson Railway, whose main-line runs directly past the old ALCO plant. The GM SD60 is a fine locomotive, but look at what's in the lash-up behind EMD demonstrator #1 — it's ALCO C420s #412 and #411, at that time active on the D&H roster, still pulling hard and diligently as they were intended; oblivious to the fact that their parent is no more; indifferent to the fact that they, like their parent, belong to another era in time. For those of us who remember with fondness the memories of that bygone era, and for those of us who, to this day, chase down the last of her offspring, the great hall at Schenectady will stand —forever.

Measuring 26 x 18 inches in full color (image size 22½ x 14 inches), on quality 80 lb. DULCET acid-free paper, they are suitable for standard size framing and matting. Each is signed and numbered by the artist and limited to 1000 prints. They are each $35.00.

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These two scenes capture the magic of the structures and of the surrounding Susquehanna Valley in both lush green summertime and in the sunlight and shadows of a colorful Pennsylvania Indian Summer.

Measuring 16 x 19 inches (image size 12½ x 16 inches) on quality 80 lb. DULCET stock, they are suitable for standard framing (20 x 24 inches with matting). Signed and numbered by the artist, they are each $25.00 or both for $40.00.

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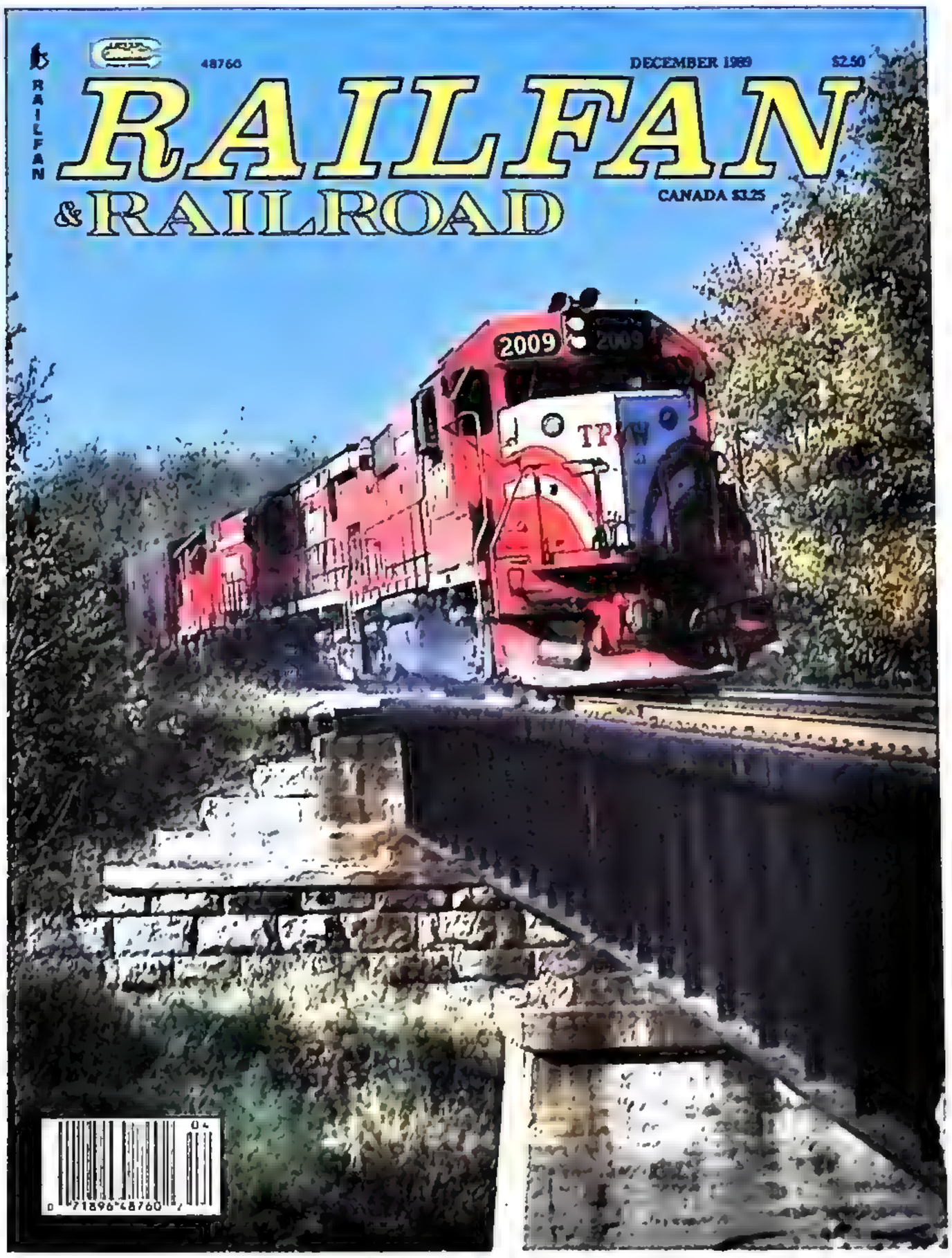

NILS HUXTABLE took Second Place in the 1989 Cover One Contest with this photo of TP&W GP38-2 2009 leading an eastbound up Washington Hill in November 1983.

1989 Cover One Winners

First Prize went to a grubby weather shot of a nose-coupled unit? That's right. And the caboose wasn't even sharp in this month's front cover photo by Blair Kooistra of Ogden, Utah, which won top honors in our 1989 Cover One Contest.

The rules were the same as last year, when we debuted the Cover One Contest as an annual reader-participation photography project: send in a color photo (slide or glossy print) which would make an attractive "full bleed" R&R front cover, taking into account the need for relatively open space in the image area for the title block at the top and the UPC pricing code at the lower left. Full bleed means the picture must completely fill the vertical format of the cover. As an added incentive, cash prizes of $200 for First Place, $100 for Second Place and $50 each for a selection of runners-up were allotted.

We received 167 packages containing a total of 729 35mm color slides; 107 color prints ranging from 3″×5″ to 11″×14″; four medium- and large-format color transparencies in 2¼″×2¼″, 2¼″×2¾″ and 4″×5″ sizes and a 3″×5″ black & white print. From those 841 pictures we were able to weed things down to a semi-finalist group of about ten prints and 30 slides, any one of which would have made an excellent cover. Our "reduction of the candidates through process of nit-picking" moved along rather quickly at first because a large number of the entries were either horizontal shots that couldn't easily be cropped to fit the front cover's vertical format (see this month's CAMERA BAG) or had minor flaws of compositon, exposure or general impact.

As we struggled through the final group of entries, projecting the slides onto a dummy

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cover complete with the RAILFAN & RAILROAD banner, the one that really grabbed our eyeballs each time as it flashed onto the wall was Blair Kooistra's dynamic action shot taken from onboard Canadian Pacific's Beaver Hill pushers at Griffith, British Columbia, in August 1983. Such attention-getting ability is exactly what we look for in a front cover photo because the majority of magazine newsstand sales rely on a big, bright, colorful subject that's large enough and/or positioned high enough on the cover to be visible among all the other publications on the shelf.

Examined purely in photographic terms, Blair's First Place winner went far beyond the conventional style of cover photos, and the dramatic angle and action seemed more important to the overall impact than the brilliant colors of the other finalists. Some clever camera work enabled Blair to not only catch a rare perspective of motive power in action but induce a sense of motion by speed-streaking the surrounding scenery.

Blair tells us how he did it: "I strapped a Nikon F3 with a motor drive and 24mm lens on top of the lead SD40-2 in the six-unit pusher set using a Bogen clamp and head, with a remote cord running down to a shutter release on the side of the unit. The camera was set on Auto shutter (something I rarely do) and the lens on 2.8 or 4, I believe. I remember it was quite overcast and threatening rain, but I knew my Kodachrome 25, being slower than frozen molasses, would need about 1/15th or 1/30th of a second to expose properly — perfect for a bit of ground movement along the side of the locomotives as we charged upgrade at 15 to 18 m.p.h."

Just for the record, four of Blair's other slides made it into the batch of 30 semifinalists, and two would probably have made the runners-up selection had we not rather arbitrarily limited the contributors to one winner each in the final round. Around the office, we're already referring to this year's Cover One winner as "Blur Kooistra." To read more about Blair, see WE'D LIKE YOU TO MEET ....

This year's Second Place winner, also featured in WE'D LIKE YOU TO MEET ..., is Nils Huxtable of Vancouver, British Columbia. His shot on page 89 of TP&W GP38-2 2009 leading an eastbound over a bridge east of Peoria, Illinois, on the climb up Washington Hill in November 1983 is what can only be described as the "perfect cover shot," with a colorful subject placed high in the frame, bright frontal lighting, nice leading lines created by the bridge and train and even an unobtrusive patch of foliage at the bottom left corner where the UPC code could fit. Two more of Nils' slides had also survived the judging into the semi-final round. Chosing between Kooistra's action and Huxtable's perfection was the roughest decision in the contest judging.

As with last year, we chose nine runner-up winners, whose photos are shown on page 91. Bob Hanggie of Upland, California, had a sure-fire winner with his publicity pose of the Santa Fe Super Fleet FP45u's at Sullivan's Curve on Cajon Pass on July 5, 1989. Santa Fe's ill-fated "Kodachrome" merger scheme is evident in the shot by Mark Wayman of Las Vegas, Nevada (who won Second Place in last year's contest), of the tunnel at Milepost 457 on Santa Fe's Seligman West Subdivision in Arizona on June 23, 1989, with the hot 188 train led by SF30C 9524.

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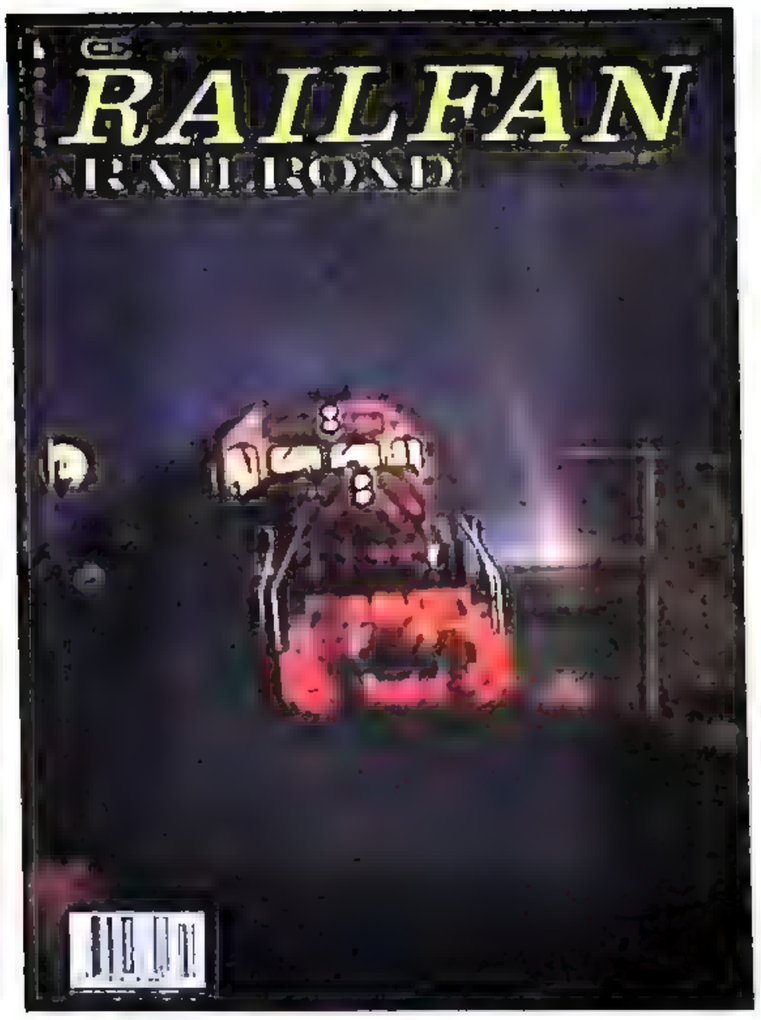

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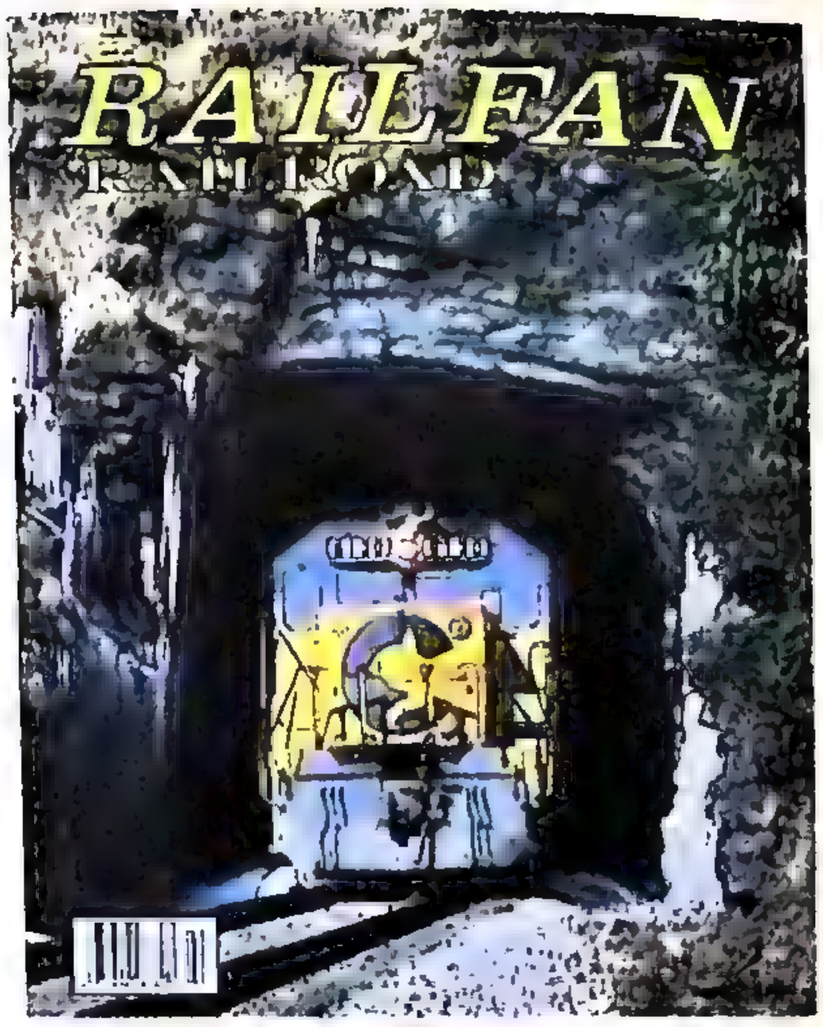

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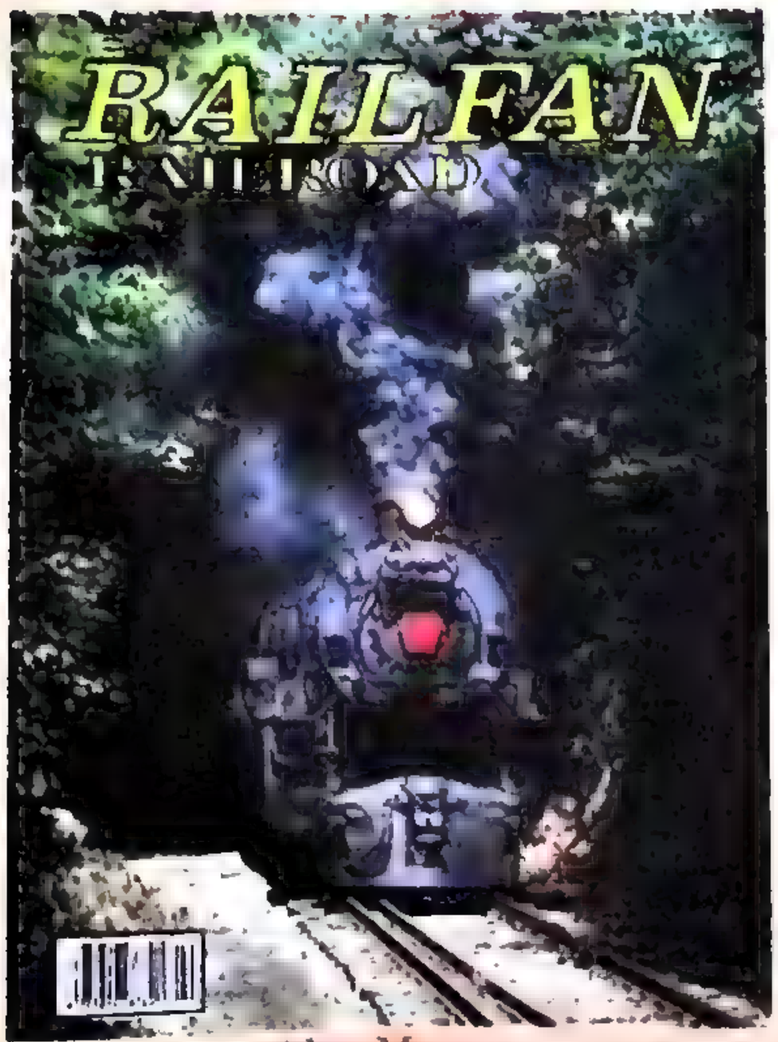

Alex Mayes

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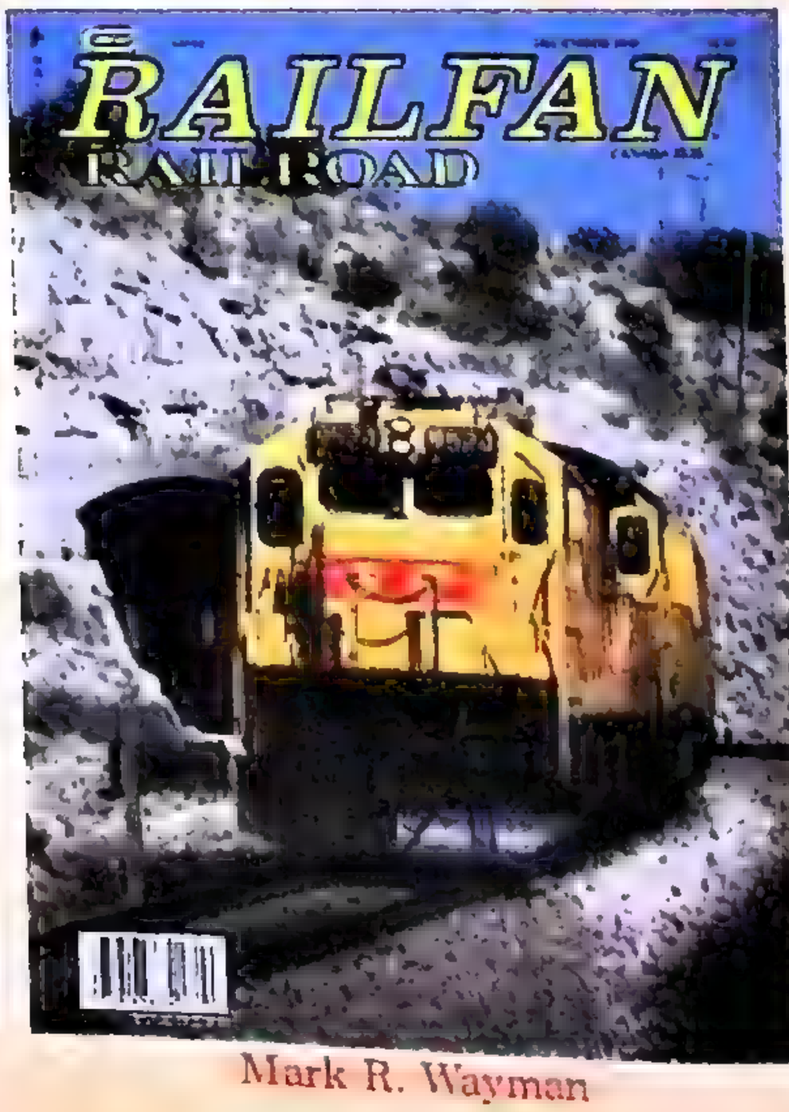

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Mark Perri of Akron, Ohio, and Ken Gear of Piscataway, New Jersey, both held out for the last traces of daylight in their dramatic dusk shots. Mark was on the Joint Line on May 29, 1982, when D&RGW Extra 5404 West and a prominent rainbow graced the Colorado countryside near Castle Rock. On June 29, 1989, Ken waited at New Market, New Jersey, until 8:01 p.m. to catch Conrail's TV-3 with its lead B36-7 gleaming in the low sunlight. The lighting was more predictable for W.A. Bokeko of Allentown, Pennsylvania, when he photographed Conrail symbol ALCG (Allentown-Corning) behind SD40 6316 crossing the Lehigh River at Packerton Junction on June 10, 1989, against the valley wall of greenery. Likewise for Doug Koontz of Danville, Virginia, who snapped the shutter just as Chessie GP40-2 6130 emerged amid icicles from Blue Ridge Tunnel on the old Clinchfield in Virginia in February 1988. *Daylight* 4-8-4 4449 storms Rice Hill on SP's semaphore-signaled Siskiyou Line in Oregon in a December 15, 1988, photo by Reid McNaught, a New Zealander currently living in Houston, Texas. Pennsylvania K4 1361 performed equally well for Alex Mayes of Falls Church, Virginia, when it marched out of Howard Tunnel in a shower of smoke and ash on August 27, 1988, leading a fantrip from York, Pa., on the Ma & Pa's ex-Northern Central line. And one of the more unexpected cover subjects has to be the July 16, 1974, view of three Geeps on N&W's RT Puller backing their cut of hoppers into the River Terminal's East 49th Street Yard in Cleveland by Christopher Manthey of Alexandria, Virginia.

For the 1990 Cover One Contest we'll be dealing with a specific theme, "Fall Colors," and will then go to an open theme again for 1991. So in the meantime, turn your camera on its side and "think cover."

Beginnings of the FT project

It was well over two years ago when Preston Cook alerted us to the upcoming 50th anniversary of the 1939 creation and demonstration tour of the FT, the locomotive that proved that diesels could handle freight trains. He had already begun his research on the series of articles that we've been running here over the past couple of months.

We knew that the original FT 103 demonstrator A-unit was at the National Museum of Transport in St. Louis and would be a good centerpiece for a celebration. But an FT really never looked right without a B-unit and EMD was going through some rather hard times, so we didn't press the matter much further. There were daydreams like getting the A-B set from the Sonora-Baja California, but experiences in trying to get the Santa Fe/D&H PAs out of Mexico had demonstrated what a futile task that would likely be. The Southern had some heater cars made from FT B-units, but we couldn't pin any down by location or number. Besides, after our rebuff on the 50th anniversary of the *Pioneer Zephyr* we were pretty sure EMD wouldn't be interested anyhow. End of daydream.

It was sometime in February 1989 when we received a package of slides from Ken Thompson of South Williamsport, Pa., that included some views of Southern heater car 960601 in the Virginia Museum of Transportation in Roanoke (November '89 R&R, page

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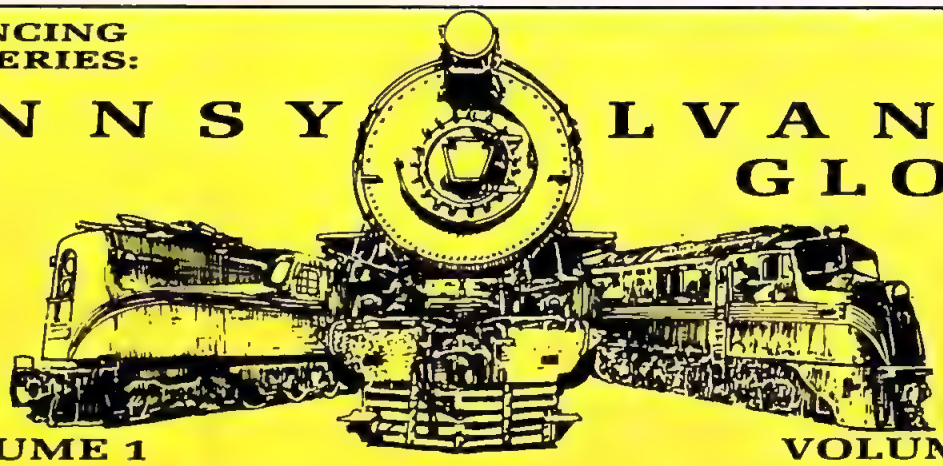

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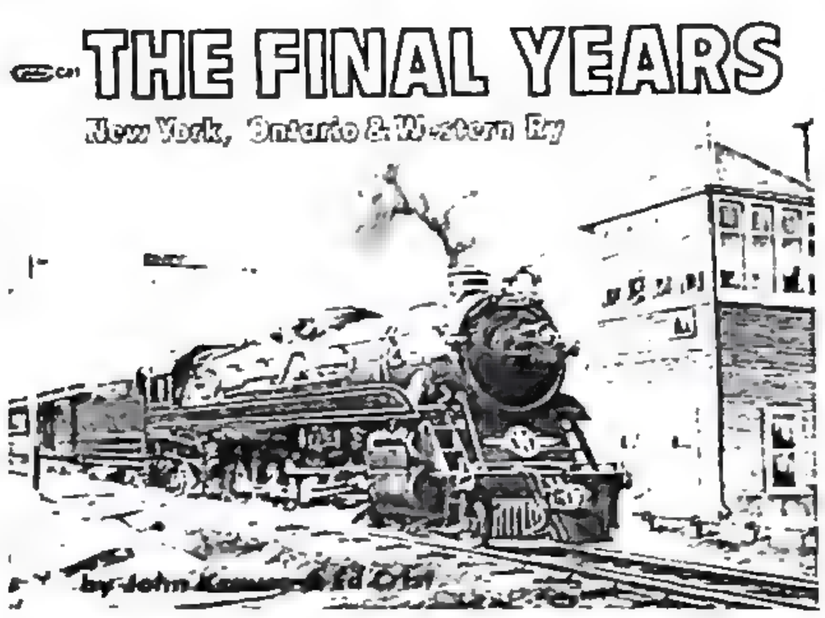

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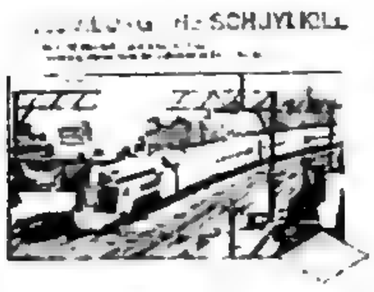

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2). We'd found our B-unit! The former-FT booster had been acquired by the Old Dominion Chapter NRHS and donated to Roanoke.

In a phone call to Jack Wheelihan in EMD's Service Department in La Grange, I mentioned the B-unit and how it would "complete" the St. Louis A-unit as an anniversary display set. Jack observed that EMD had just acquired a new general manager, John W. Jarrell, who seemed to have a good sense of the company's rich history. Maybe this time something would happen.

Jack called me back the next day. "Where'd you get your crystal ball? Only a couple of hours after our phone conversation I was called to a staff meeting where the topic of discussion was how to celebrate the 50th anniversary of the 103. After the usual talk about press releases and maybe a reception with a model locomotive, I asked if anybody realized that the *real* 103 was still in existence. That definitely got their attention."

After further discussions with Jack, I made a few preliminary phone calls to Roanoke and St. Louis and determined that the museums would be willing to talk to EMD about loaning out their units and wrote a letter to Mr. Jarrell suggesting that they might be appropriate for a 50th anniversary celebration. About two weeks later things began to happen. In rapid order, Gordon Butler of EMD's Personnel Department was put in charge of gathering up historical equipment for an open house at La Grange, the FT at St. Louis was inspected, and Jack Wheelihan was put in charge of acquiring and restoring the two FTs. A date was set for September 17, and things were rolling.

The project was to involve voluntary efforts by the employees at La Grange in restoring the units, and Jack reports that the response in the plant was almost overwhelming. It took time to work out the details and everything got pretty close to the time deadline, but as you can see from the photos on pages 81-84, the affair was quite a success.

Because of our early participation in the project, the R&R staff was invited to cover the preparations for the employee's celebration and open house, including the restoration of the FTs and the gathering of the display locomotives. We would also work with

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Scott Alexander and Joe Krajniak of the EMD Photo Department in taking night photos of the FTs and visiting locomotives. Marc Balkin of Mark I Video, who had worked with Jack on the SP 4449 and Altoona PRR K4 1361 projects, was asked to provide video documentation of the preparations and celebration. The week of September 11 through 17 turned out to be a very busy one for us as we arrived in time to see the masking and painting of the A-unit and stayed until the final barrage of chime horns announced the end of the public open house on Sunday afternoon.

Invited in for the week but unable to get to La Grange before Saturday was a teacher from South Williamsport, Pennsylvania: Ken Thompson, the guy who started it all by photographing the B-unit. "As I was shooting that grimy hulk on that cloudy day in Roanoke, I was thinking that it would make a good mate for the 6100 in St. Louis, but I never thought it would come to this!"

The wrong Conrail GP40?

Throughout the EMD open house week in September we simply accepted at face value the Conrail GP40 3000, former New York Central 3000, as being the first production

next in month RAILFAN & RAILROAD

● MILEPOST 100: R&R celebrates the 100th issue of RAILFAN with special features including Milepost 100 on the Chicago & North Western, located in Editor Jim Boyd's hometown of Dixon, Illinois. Associate Editor Mike Del Vecchio gives us a look at the DL&W heritage of his hometown of Dover, New Jersey, and Associate Editor Bruce Kelly gives us a tour of the Union Pacific's "Washy Line" that includes the branch to his hometown of Coeur d'Alene, Idaho.

JANUARY 1990 ISSUE ON SALE DECEMBER 1

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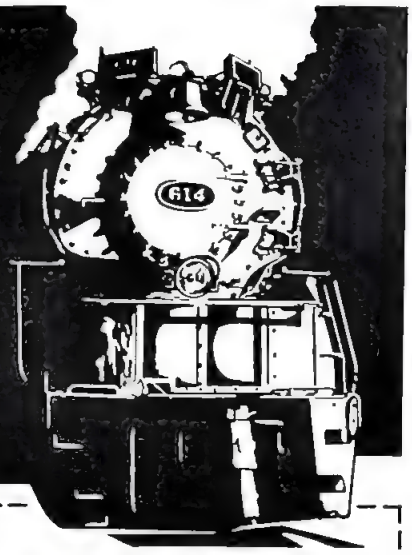

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GP40 and the first first production unit to carry the 645 engine.

Then while checking for some data in Bob Yanosey's *Penn Central Power*, Mike Del Vecchio noticed that it stated that the first production GP40 and first application of the 645 engine was NYC 3036, not 3000. *Extra 2200 South* confirmed that 3036 was built in November 1965, while the 3000 was built in *December* 1965. A call to Glen Monhart at La Grange revealed that the original NYC order file does not contain detailed serial or engine numbers and shows no specific delivery dates, except to say that the 3000-3035 *and* 3036-3037 were delivered in December 1965 while the 3038-3049 shipped in November 1965. Before you jump to the conclusion that the 3038 was the first production GP40, consider that this last group may not have been completed or delivered in road or builder's number order — and the first delivered unit may not have contained the first 645 engine. NYC GP40 orders 7831 (3000-3035) and 7851 (3036-3049) were combined into one 50-unit delivery with road numbers and serial numbers in correct order. The records may not exist as to which carbody or diesel engine was the actual first, so the 3000, as the "class" engine of the combined order, does indeed represent the first production GP40, regardless of delivery date, until somebody can uncover production records to the contrary.

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KODACHROME ALAN BELLIS / LIGHTING KERMIT GEARY JR., and FRED JONES

FUJICHROME WALT LANKENAU

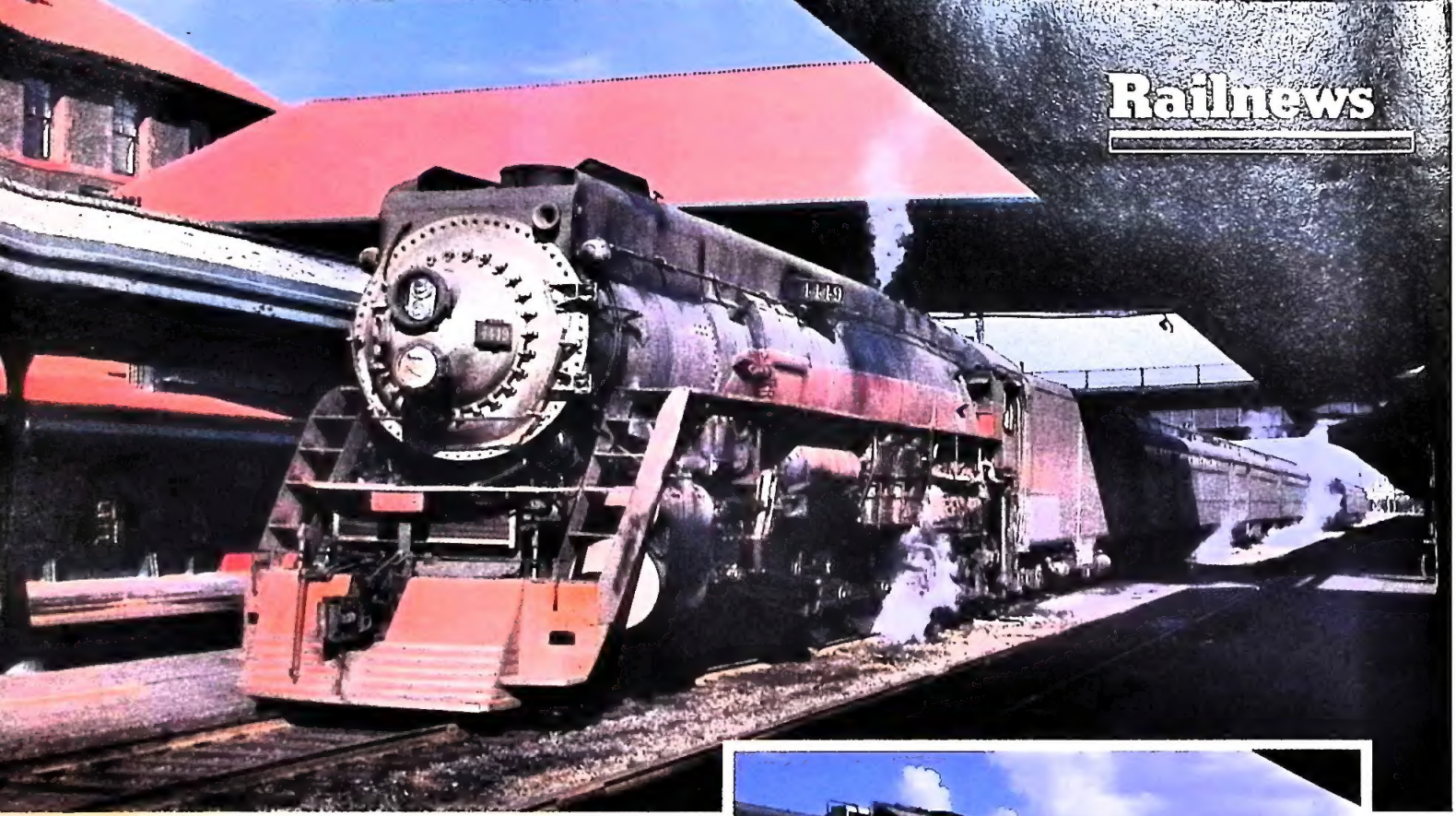
JERSEY CENTRAL paint, number and herald now grace ex-BAR F3 46, (above) at Jim Thorpe, Pa., September 17 before leading an excursion to Haucks over the Panther Valley's ex-CNJ trackage. That evening it posed with the Hawk Mountain NRHS Chapter's CNJ RS3 1554 for night photos (top) at the roundhouse in Jim Thorpe, Pa. See page 54.

KODACHROME KENT NELSON

KODACHROME LOU GERARD, JOHN DOWDALL and MIKE RAIA

CHICAGO RTA E9 518 was loaned to Scenic Rail Dining for one week in August while SRD's E9 10C was shopped for HEP repairs. The 518 was at Horicon, Wisc. (above), on the 27th. See page 56.

THE MONON-PAINTED Fs from ITM were leased to Central Railroad of Indianapolis in August 1989. On August 24 they were crossing the Mississinewa River (left) in Marion, Indiana. See page 54.



TWO 4449 6 x 7 EKTACHROMES: DOYLE McCORMACK

A DIRTY *DAYLIGHT* was at Portland Union Station (above and right) September 15-18, 1989, for filming of the movie "Come See the Paradise." Skirtless SP 4-8-4 4449 and its train of heavyweight coaches and other cars were weathered with a water-soluble mix of oil and paint. Mount Ranier Scenic 2-8-2 No.5 also performed. See page 54.

TEXAS & PACIFIC 316, better known as Texas State Railroad 201, dazzled attendees of TSR's September 9-10, 1989, Railfan Weekend with a freight runby near Jarvis (below) during the Palestine-Maydelle trip on the 9th. The 4-6-0 was restored to its original T&P identity. See page 54.

KODACHROME: REID McNAUGHT

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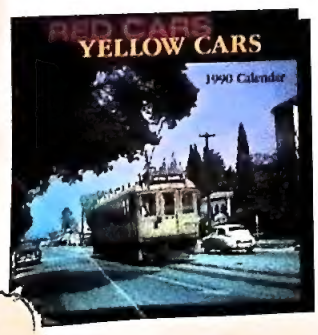

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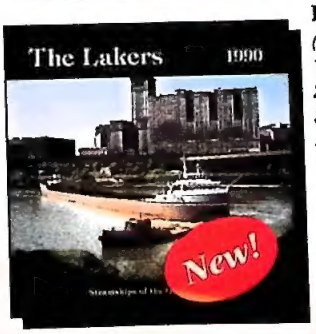

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